

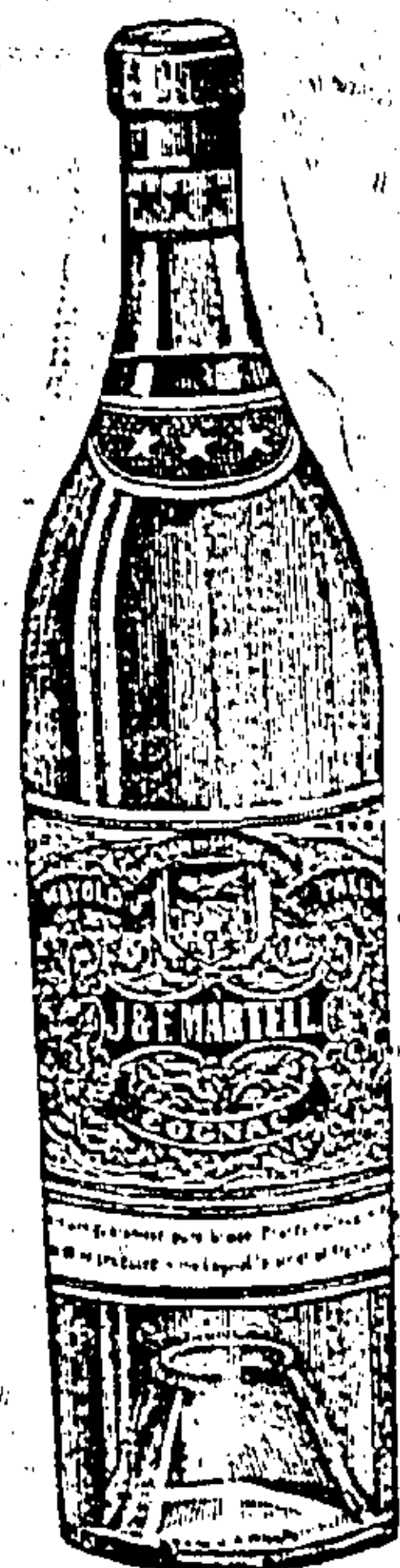
Hongkong Daily Press.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

No. 20,351 號一十五百三第萬二第 日五初月八年亥癸 HONGKONG, SATURDAY, SEPTEMBER 15TH, 1923. 六拜禮 號五十月九年二十國民華中 PRICE, \$3 PER MONTH

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IF GERMANY RECOVERS.

LORD ROTHERMERE ON WHY SHE
MUST PAY.

DANGER OF BREAK WITH FRANCE.

The following constitutes the major part
of an article written by Lord Rothermere
recently for the *Sunday Pictorial*, one of
the group papers he controls:—The British Government appear to be
on the verge of a definite break with
France upon the question of German re-
parations, but it is difficult to see how
the interests of this country or of Europe
will be served by the course they are
pursuing.It will not profit us to break with France.
Such an interruption of the cordial re-
lations which have been maintained with
our neighbours for the last twenty years
can only make the European situation
more unstable than ever.I am sometimes asked by unthinking
people whether it is my desire to see Ger-
many crushed and impoverished and
helpless. They tell me that if Germany
happens into utter chaos, financial, econ-
omic, and political, she cannot pay her
debts, which is obvious enough.

A SUICIDAL COURSE

My reply is:—
First, it is no part of the duty of
Great Britain to set Germany on her feet
again. The Germans can pull themselves
together whenever Herr Hugo Stinnes
and the rest of the industrial magnates,
who are the new Junkers, care to say the
word.Second, if Germany, with no debt and
with an inexhaustible supply of docile
cheap labour, is to compete against us
in the markets of the world without any
handicap, she will quickly ruin our in-
dustries.Third, the handicap we are entitled
to impose upon Germany is that she must
bear her share of the burden of the war,
which she is now evading. Even with
the moderate handicap proposed under
the later reparations schemes, she will
probably still undersell us in every for-
eign market and even within our own
shores, owing to her superior resources
and her low costs of production.Fourth, it is therefore imperative, if
we are to save our industries, that the
scheme of France for bringing pressure
to bear upon Germany in order to com-
pel her to pay to reparations should be
supported by us without any reservation.The course now being taken by the
British Government is almost suicidal.
They want the French to leave the Ruhr,
thereby relieving Germany from any form
of pressure. They want to give the Ger-
mans very easy terms of payment, begin-
ning with a long period during which
they will pay nothing at all. They want
to facilitate by every means in their
power the economic recovery of Germany
and they do not seem to realise that they
can only do so at the expense of our own
industries.

RICHEST COUNTRY IN EUROPE.

I wonder if it has ever occurred to our
Ministers to consider what will happen
if Germany regains financial and econ-
omic stability without having to meet her
full liabilities under the head of reparations.It does not seem to be realised that
Germany is to-day the richest country in
Europe. Wealth cannot be measured
in terms of paper currency or of gold
reserves or of credit facilities. In the
last resort wealth consists of the natural
resources of a country, and potentially in
the productive capacity of the people.That Germany is printing currency
notes of the value of five million marks
which will only purchase goods worth one
pound sterling is no indication of the
actual position. Such a fantastic develop-
ment leaves Germany's natural wealth
unimpaired. Even now she is not so bad
a plight financially as Austria was a year
ago, while the German standard of com-
fort and living has never fallen as it did
in Austria.Germany was at one time supposed to
be a poor country, but when the impres-
sion prevailed German industries were
still in the infancy. To-day Germany
is both the greatest agricultural and the
greatest manufacturing country in
Europe. In no other land in the Old
World do we find agriculture and in-
dustry united upon so vast a scale.
France is mainly agricultural, Britain
is mainly industrial, but Germany ex-
ceeds each of her neighbours under both
these heads.Germany's waterways and her railways
combine to give her the cheapest possi-
ble transport. Through her central position
she enjoys an incomparable advantage in
distributing her products. Mr. Baldwin
himself has in effect pointed out in his
speech at Glasgow that the Germans can
practically absorb the trade of Russia
when it revives.I observe experts say that although
Germany has been deprived of important
coalfields, she still possesses more coal
than Britain, France, and Belgium com-
bined, while she has also vast deposits
of brown coal. She is also better off
than Great Britain as regards what is
sometimes called "white coal"—I mean
water-power, which she can develop to a
very great extent. No other region in
Europe has such immense mineral de-
posits, and it is admitted that her sup-
plies of salts of various kinds are almost
illimitable.She was producing twice as much iron
and steel as Britain even before the war,
and as she has long been a large importer
of iron ore, the loss of the Lorraine iron
deposits will not seriously curtail her
output.Above all, Germany, has the most
intelligent and the most intelligent work-
ing population in the world. I estimate
that even when the mark is stabilised
or deflated in some form or other, as
must ultimately come, German costs of
production, including local taxation, will
not amount to more than half ours. At
present, of course, they are much lower.Here, then, we have this swarming
people, who have not lost the secret of
hard work, who are not led astray very
much by windy agitators, and who pos-
sess within their own boundaries nearly
all the materials they require for cap-
turing the biggest share of the world's
trade and for heaping up fresh stores of
riches. Why in the name of common-
sense should we worry about their future,
and quarrel with France about them,
when nothing can stop them from dis-
tancing us in the race for trade except
a stern insistence upon the doctrine that
the loser must pay?Nothing seems to me more muddle-
headed than the idea of the British Gov-
ernment that if the French withdraw
from the Ruhr unemployment in this
country will instantly diminish, while
our export trade will expand.I have lately shown in my newspapers
by repeated and convincing evidence that
if the French abandon their policy of
pressure, and if we foolishly try to stabilise
the mark—which the Germans can do
quite well themselves—the immediate con-
sequence will be the almost complete dis-
appearance of our own export trade, an
immense increase of unemployment, and
a swift decline in the value of the pound
sterling, with disastrous consequences to
our payments to the United States.

FROZEN NIAGARA OF TRADE.

Here I may pause to observe that when
France, during the Revolution, swamped
herself with a deluge of paper money,
it was never suggested that other nations
should step in to redress her plight. She
saved herself, and Germany must do like-
wise.Meanwhile we should reflect upon the
existing position in the Ruhr. Although
the Berlin Government profess to be up
to the neck in financial embarrassment,
they have sent enormous sums to the
occupied area to bribe the industrial
population into passive resistance to the
French. Part of these payments have
been used as subsidies in the huge new
factories in the Ruhr district, where the
workpeople have been paid a bare sub-
sistence wage with the Government's
money. They have produced and ac-
cumulated tremendous quantities of goods,
particularly of woollen textiles.The Ruhr may thus be described as a
frozen Niagara of trade. Our Govern-
ment want to melt it, and to let these
great accumulations of goods manufactur-
ed almost at a nominal cost sweep through
the world's markets.Such a flood would rapidly engulf Brad-
ford, which is already hard hit. It
would destroy our steel trade and compel
most of our blast furnaces to close down.
At the same time our local exports would
quickly decline and our shipping business
would be injured more than ever.It should not be forgotten that the
Germans, who say they cannot pay re-
parations, are increasing their output of
new ships to an amazing extent. Last
year their shipbuilding returns equalled
half the British output, a very remark-
able increase, while they are also actu-
ally buying back the merchant ships we
obtained from them as part of the terms
of peace. In the meantime we have large
numbers of ships laid up.There is only one way out of this
economic difficulty. The Germans must
be forced to pay their share of the cost
of the war, and they will never pay un-
less we stand by France and jointly in-
sist upon an equitable settlement.So far as Great Britain is concerned,
Germany can pay us in kind, as I have
often shown. She can pay us in sugar,
in timber, in building materials, in
paper-making requisites, in high-grade
optical instruments, and photographic
materials, in nitrates derived from the
air, and in various other commodities.
We should have no difficulty in obtaining
from her at least £20,000,000 a year in
this way.

GERMANS WANT TO DUMP.

In warning my countrymen against
the grave dangers implied by the efforts
of our Government to secure for the Ger-
mans untrammelled access to foreign
markets, I would express my strong belief
that in this devastated world the demand
for manufactured articles is not 60 per
cent. of what it was before the war.There is no prospect of an early revival
in Russia. A certain amount of trade
seems to survive in China, even when the
Government disappears, but it will be a
very long time before the Far Eastern
markets recover their strength. Austria
and Hungary and the little new States
cannot be large buyers of imported man-
ufactured articles, because they cannot
finance transactions on an extensive scale.
The idea that 65,000,000 Germans are
going to be heavy purchasers of our
manufactured articles is ludicrous. The
Germans do not want to buy our man-
ufactures, but to dump their goods upon
us. They are dumping now.Owing to the exhausted condition of
Turkey it will be some time before we
shall see any considerable expansion of
trade in the Near East, in spite of the
fortunate conclusion of the Lausanne
Peace Treaty. Before the war Turkey
was *Europe's third best customer*.All this means that we are going to feel
the full weight of German competition in
such overseas markets as remain open.
It is not preposterous for our Govern-
ment to want to bolster up Germany, to
encourage her to evade her liabilities, and
to stiffen her attitude of resistance by
ostentatiously parting company from
France?£20,000 is offered as a prize to the
American who submits the most practical
plan by which the United States may co-
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and preserve world peace. The award is
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I PAGLIACCI (Leoncavallo) Prologue	Ricardo Stracciari, Baritone.
Do. do. Vesti la giubba (On with the Play)	Nino Picaluga, Tenor.
Do. do. O, Colombine (Harlequin's Serenade)	G. Zanetello, Tenor.
BARBER OF SEVILLE (Rossini). Numero Quindici (Number Fifteen)	A. Boni (Tenor) and Ferruccio Coraletti (Baritone).
Do. do. Voi doves! (I have arrived) (You must disguise yourself)	Do.
TANNHAUSER (Wagner) Oh! tu fella! (The Evening Star)	Laquale Amato, Baritone.
I VESPRE SICILIANI Aria di Montforti (Montfort's Aria)	Ricardo Stracciari, Baritone.
LUCIA DE LAMMERMOOR (Donizetti) Tu che a Dio spogasti l'ala (Thou hast spread thy wings)	Alfred Picaer, Tenor.
TOSCA E Incanza le stelle (The stars were shining)	Nino Picaluga, Tenor.
MEFISTOFELE (Boito) Son lo spirito	Adamo Dilar, Bass.
RICOLETTO (Verdi) La donna e mobile	C. Labri-Volpi, Tenor.

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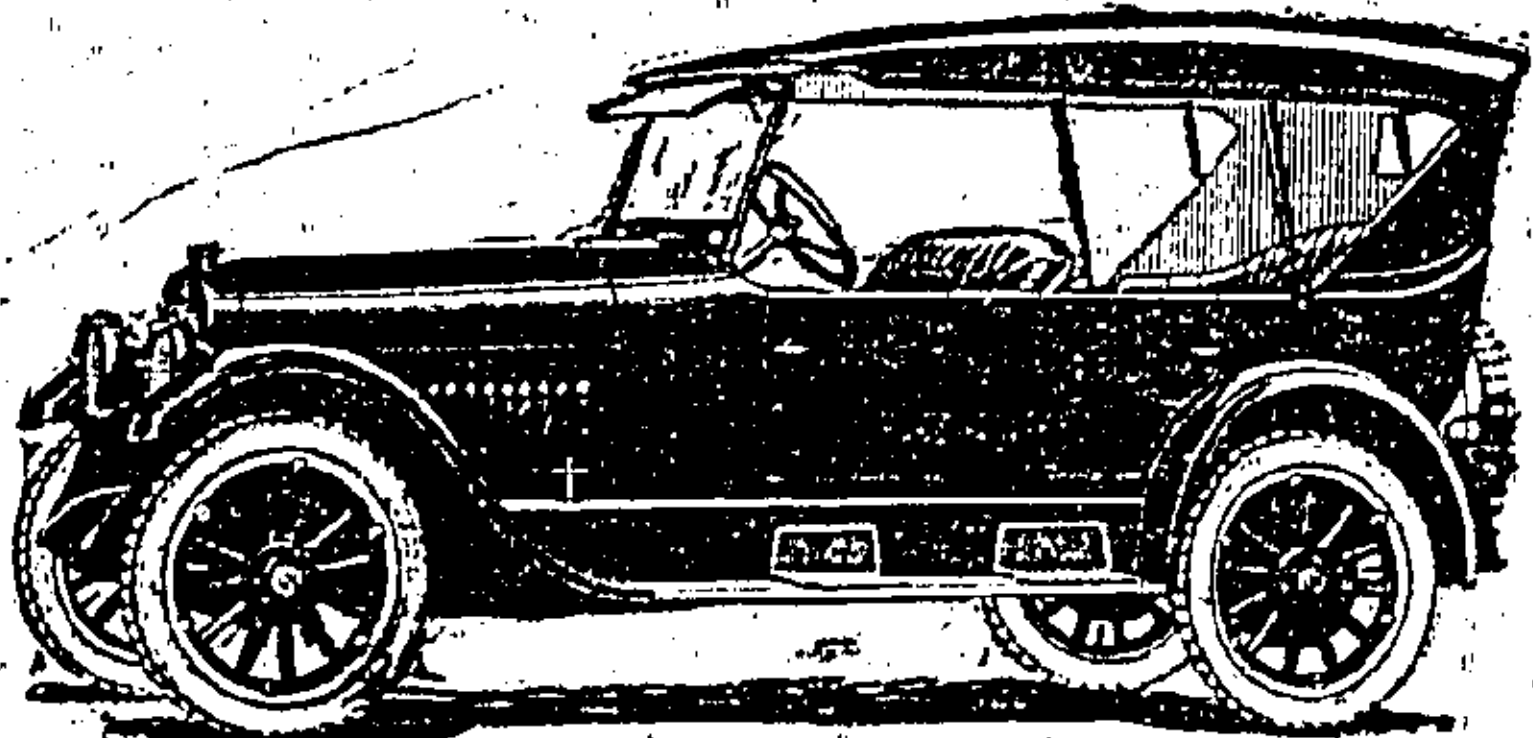
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HONGKONG WEEKLY SHARE REPORT.

Messrs. Benjamin and Potts, in their weekly share report dated 11th September, say:—

Since our last Report of the 7th inst. the local market has kept very steady, but the volume of business passing still remains restricted. With the exception of Douglas Steamships and China Sugars which have had a rise, prices on the whole show no fluctuations of any magnitude. Investment stocks have received very little attention during the week and close rather easier.

In the North, Ewos have had a slight reaction, but both Shanghai Cottons and Orientals are firmer, while a substantial improvement has been established in Shanghai Docks and Langkats.

Banks.—Hongkong and Shanghai Banks were sold from \$1.075 down to \$1.070, and more are obtainable at the latter rate. The latest cable quotation from London is \$1.25 (middle).

Marine and Fire Insurances.—Unions were dealt in at the outset at \$23, but have since eased off to \$22. Canton at \$230, North Chinas at \$140 and China Firms at \$130 are unaltered from last week.

Shipping.—Douglas Steamships have been in good demand and with very few cash shares coming out the market has firmed up to \$4. Hongkong, Canton and Maipo Steamships have again come to business at \$43. "Star" Ferries are steady at \$33.

Refineries.—China Sugars were placed in the early part of the week at \$21.5, but have since advanced to \$21.7. Malabars have been bought at \$5.5 and continue in demand.

Oils and Mining.—"Shells" have been booked at the improved price of 7.4. Langkats have been ruling firm and sales have been made up to \$3.4. Railans have appreciated to 63.

Electric Companies.—Deals have been made in Hongkong Trams at \$23.40 and Hongkong Electric at \$32. China Lights after having been taken off the market at \$14.65 and \$14.7 for the Old and New shares respectively, close a shade firmer.

Docks, Wharves and Godowns.—Hongkong and Kowloon Wharves have receded to \$150. Hongkong and Whampoa Docks are asked for at \$152 after sales at \$152. Shanghai Docks were put through at \$150/8, but have since weakened and shares are obtainable at \$15. New Engineers have been bought at \$17. Hongkong Wharves are enquired for at \$15. 196.

Lands, Hotels and Buildings.—Hongkong Lands, after touching \$80, have fallen back to \$87. Hongkong Hotels (Old) are wanted at \$26.10 and the New shares at \$25.05. Kowloon Lands at \$83 and Prince's Buildings at \$115 are saleable at quotations.

Cotton Mills.—Ewos were booked up to \$13.35 but have since eased off to a buying rate of \$13.12. Orientals have strengthened and are enquired for at \$13.50. Shanghai Cottons have sellers at \$13.82 cum rights.

Miscellaneous.—Dairy Farms have been sold as low as \$23. Green Island Cements are weaker, with sellers at \$28.20 after transactions at this rate. Lane, Crawfords have been the medium of business at \$17.75. There are buyers of Hongkong Ropes at \$40. Peak Trams (Old) at \$14.80 and Sinceres at \$12.5.

Forward Settlement Days.—27th Sept. (Thursday), 28th October (Friday) and 27th November (Tuesday), 1923.

Exchange.—The T.T. selling rate on London to-day is 2/3 and on Shanghai 73.

Rubbers.—The following are the latest cable quotations from the Straits (all middle prices):—

Ayer Gajahs	Str. \$1.40
Ayer Moleks	1.37
Ayer Panas	6.15
Changkat Serdangs	3.25
Kedahs	2.45
Kempas	5.60
Malakoffs	3.30
New Serendangs	3.00
Pajans	6.35
Rodeling	3.40
Sanderofts	1.80
Tapahs	12.75

HONGKONG SHARE MARKET CLOSING QUOTATIONS

September 14th 1923.

Hongkong and Shanghai Banks	\$ 1.075 sa.
Douglas Steamships	\$ 44 b.
Indo-Chinas (Deferred)	\$ 132 b.
"Star" Ferries	\$ 53 b.
China Sugars	\$ 210/220 sa.
Langkats (Combined)	\$ 343 sa.
Kowloon Wharves	\$ 154 b.
Whampoa Docks	\$ 150 1/2 b.
Shanghai Docks	\$ 93 b.
Hongkong Lands	\$ 86 sa.
Ewo Cotton Mills	\$ 18 1/2 b.
Shanghai Cottons	\$ 82 s.
Orientals	\$ 14.60 b.
Cements	\$ 28.00 s.
China Providents	\$ 74 1/2 s.
Dairy Farms	\$ 23 s.
Watsons	\$ 91 b.
China Lights	\$ 14.85 b.

b.—buyers; s.—sellers; sa.—sales.

HUGO STINNES.

THE REAL DICTATOR OF GERMAN POLICY.

"By One Who Knows Him" writes to the Daily Mail as follows:—

Herr Hugo Stinnes, the great Money King of Germany and the real dictator of its policy, is 54 years of age, and little resembles most people's conception of the industrial Bismarck. He would easily pass for a forger in his own factories. As a youth, indeed, he worked for a year in the family coal-mines. A short, dumpy, thick-set figure, untidily dressed, with thick boots, a black iron watch-chain, collar and tie of the fashion of 30 years ago, one would not take him for a German. His sallow face, with its deep-set sullen eyes and stiff black beard, is more of a Spanish type. Many put him down as a Jew, which his friends say he is not.

"Can you give me a list of the companies with which Herr Stinnes is connected?" I once asked at his secretariat in Berlin. "We do not know them all ourselves," was the reply. For the subsidiary concerns, oil-boats, ramifications, and working alliances of Hugo Stinnes, Ltd., are a network that covers all Germany, and stretches out to Austria, Russia, the Argentine, and the high seas.

Stinnes's home and headquarters are at Mulheim, in the Ruhr, the ancestral commercial stronghold of his family, for his grandfather, Matthias, set up there as far back as 1805, and when he died, in 1845, he was the best-known and wealthiest shipowner in the Rhine. Such was the broad foundation on which the fortunes of Hugo Stinnes have been raised.

But Mulheim sees Stinnes hardly half the days of the year. Sleeping-cars are his most frequent lodging, as his vast complex of enterprises call him to and fro about the country. His waking hours are entirely given up to work; reports are brought to his bedroom in the morning; meal-times are generally business interviews; telegrams follow him to bed at night. He is a hard-slave to the organisation he has created.

"Stinnes is not easy to approach, but in a long conversation I had with him I found his bearing oddly shy for a man of such evident force of character. His manner is not at all aggressive, but there is something of peevish truculence in his voice, as of a man with a grievance.

But behind that sour, melancholy face the man hides force and fire. Close to the heart and elevate the industrial dynasty of which he is already the third generation. To other is to build up again the power of Germany on a basis of business organisation. He is an industrial Imperialist.

Stinnes's life has been one continual annexation of new enterprises. The week is counted lost in which he does not add another cell to the vast industrial hive that he controls. He is a grand master of amalgamation.

In the coal, iron, and shipping trades of Germany he is supreme. In electrical works, chemicals, timber, wood-pulp, motor-car factories, hotels, printing works, and newspapers he has most important holdings.

The Deutsche-Luxemburg Coal and Iron Company, the Gelsenkirchen Mining Company, the Bochumer Verein, and the Austrian Alpine Montan, are the biggest enterprises in Europe, and the keystone of his organisation on the mineral side. In 1920 he took in the huge Siemens-Schuckert Electrical concern, the biggest of its kind in Germany after the A.E.G.

In Hamburg are his shipping interests, in the hands of a son hardly out of his teens, who is said to show promise of ability as great as his father's. The principal line runs to the Argentine, where Stinnes sees great German expansion coming. Some of the last-launched steamers are named *Undenburg* and *Ludendorff*.

It was his wood-pulp business that led Stinnes into newspaper-owning. He had acquired large forests in East Prussia to provide timber for working his mines. "Vertical organisation," the linking up under one control of every stage from raw materials to finished product, is one of his principles, and he bought printing works and newspapers to consume the output of his paper-pulp mills. The *Deutsche Allgemeine Zeitung* is the chief of many newspapers that he owns.

All the strings of these completely different organisations lead to his own hands, and with him final decisions rest. He has, of course, an army of highly paid subordinates.

"When I start a new enterprise," he says, "the first thing I ask is: 'Where is the man to run it?'"

More varied in his interests than Carnegie or Rockefeller, and only less powerful because his hold is smaller, Stinnes is one of the most conspicuous but one of the most mysterious figures of his time.

Do you take a Pride in your Table Linen?

Has your Cloth, Flax, Sprays, Colours, Patterns, and White-ness and Fine Gloss—that makes other Women Proud of their Table Linen?

Sanitary Laundry Service

Dyeing and Dry-cleaning of all Descriptions.

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DRAWN WORK and EMBROIDERIES of EVERY DESCRIPTION

Shawls, Hand-made Laces, Drawn and Embroidered Handkerchiefs, Beaded Articles and Necklaces. Suitable for Xmas Presents to send Home.

CHINA SILK & EMBROIDERY CO., LTD.

Wholesale and Retail Merchants.

37, QUEEN'S ROAD CENTRAL (NEXT MADAM FLINT'S).

RADIO PARTS

Just Arrived.

NIKKO & CO.

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Corner Pottinger Street.

S. O. A. E. O.

THE FAR EAST OXYGEN AND ACETYLENE CO., LTD.



DEALERS and MANUFACTURERS of Oxygen, Acetylene, Carbonic Acid, Ammoniac, Anhydrous sulphurous gases, Carbide of Calcium, Motor Cycle acetylene tanks, and all necessary equipment for low and high pressure autogenous welding.

Autogenous welding of all metal by Cxy-Acetylenic and Electric processes.

Boiler Repairs a speciality.

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Prompt refilling at moderate prices of all kinds of Motor Cycle acetylene tanks.

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SHIPBUILDERS AND ENGINEERS
London, Southampton and Basingstoke

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.
TUBBINES AND RECIPROCATING MACHINERY AND PROPELLERS.
MARINE AND STATIONARY OIL ENGINES 8 TO 90 H.P.
MOTOR VEHICLES 2 TO 6 TONS.
WATER-TUBE BOILERS.

FOR QUOTATION, APPLY—
ROBERT DOLLAR BUILDING,
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"SELAYNE"



The Super Wool Taffeta

A delightful soft fabric in a light weight
"most suitable for Autumn wear. Vests
is sun-proof and rub-proof."

Stocked in Shirts and Pyjamas

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Men's Wear Specialists.

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You will find in Greatly Variety in Stock at

THE CHINA DISPENSARY

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YEE SANG FAT CO.

JUST RECEIVED

A Large Assortment of
WARDROBE and CABIN TRUNKS
SUIT CASES and TRAVELLING RUGS
All at Reasonable Prices.

Latest Styles

WATER PROOF FOR RAINCOATS
Gents Ladies and Children.

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DINNER SETS

English Manufacture, 82 Pieces
FROM \$60 UP.

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Assorted Designs, 22 Pieces
FROM \$12.50 UP.

An opportunity seldom offered.

THE WING ON CO., LTD.

OUR LONDON LETTER

THE CHINA ASSOCIATION ANNUAL
MEETING AND PRESENT
DIFFICULTIES.

PUBLICITY DEPARTMENTS OF
GOVERNMENT OFFICES.

[FROM OUR OWN CORRESPONDENT.]

LONDON, July 31st.

THE CHINA ASSOCIATION MEETING.

Not for many years has so much interest been taken in the annual general meeting of the China Association as was the case on the present occasion. The reason being, of course, that special attention has been directed to affairs on your side for some time past. It was expected that a pronouncement would be made with regard to the situation in China, about which detailed reference appeared in the annual report of the General Committee, circulated previously to the meeting. The Chairman, Mr. David Landale, dealt fully with the subject; and then a comprehensive resolution was passed with a view of stirring up the Government here to take some definite steps in the matter.

Probably this is as much as could be attempted by the China Association in London, at all events in a formal and public manner. I happen to know, however, that nothing is being overlooked or left undone in other legitimate ways to urge upon responsible people at Whitehall the seriousness of the position in China as affecting British interests. Moreover, these efforts are likely to have important developments in the near future; and it will be made quite clear to everyone concerned that Great Britain will not only fill a passive role while the lives of British people in China are endangered, and their property is liable to seizure, at the hands of lawless men.

SIR JOHN JORDAN AS PRESIDENT.

The presence of Sir John Jordan at the meeting gave great pleasure to the Committee, and indeed, to all the members. His long record of service in China entitles him to the utmost consideration at gatherings of this description in London; and anything he chooses to say on Chinese affairs commands unqualified respect. But, although there was plenty of material before the meeting to suggest a speech, he would not be drawn. He made a few remarks that were completely non-committal. A pious opinion on the desirability of helping China in her present time of difficulty was as far as he permitted himself to go.

Sir John Jordan was looking extremely well, but there was a certain air of weariness, I thought, in his bearing, and this accorded with his remark on accepting the Presidency—that he only did so from a sense of duty. He would, if he were to consult his own wishes, prefer to remain outside the responsibilities and trammels of office. "But I think most seriously," he said, "that the moment is one in which nobody with experience of China ought to stand aside."

The Chairman's speech on the present problems of China, and also the speech of Mr. Anderson in moving the resolution that was afterwards sent to the Foreign Office, had been very carefully prepared. Both speeches were read from typewritten manuscripts—a wise precaution, no doubt, when it was a case of dealing with questions gravely affecting the interests of several foreign Powers. The practice is observed in similar circumstances in Parliament. In striking contrast was Mr. Balfour's address, delivered recently in the House of Commons on opinion in China. His observations had a freshness which imparted life to the proceedings which, it must be confessed, were otherwise somewhat cut and dried.

PLACE-AUX-DAMES.

This gathering of the China Association at which so much was said about questions on the high level of international politics looked with reference to a subject in lighter vein. It was gravely announced from the chair that consideration had been given to the advisability of admitting ladies to the annual dinner of the Association; and, as the Committee wanted to test the feeling of the general body of members prior to the annual meeting, a circular had been issued inviting expression of opinion—"Yes" or "No." It appeared, however, that only 33 answers had been received, 17 members voting in favour of admitting ladies and 16 against.

The result of the poll created a good deal of laughter. The opinion of the meeting was invited, but only one present responded—Mr. A. M. Townsend, who argued that if ladies were received as guests probably some of the younger men would take an interest in the affairs of the Association. After all, he said persuasively, it is not a very great innovation, adding that it would be in accordance with the spirit of the age. But, as there was nobody else inclined to pursue the subject, it was by common consent decided to leave the momentous decision to the Committee.

ROYAL GARDEN PARTY.

Thousands of guests were entertained by the King and Queen at a garden party at Buckingham Palace, and as this is the only function of the kind that will be held this year, more than usual interest was taken in it. Last year there were two garden parties to enable arrears to be made good in the matter of presentations, as the usual number of Courts had not taken place for some time. The company assembled under the beautiful old trees on the lawns, the bands of the Royal Horse Guards and the Coldstream Guards supplying music during the afternoon.

Invitations were issued to their Excellencies the Foreign Ambassadors, with the personnel of their Embassies and Legations, the members of the Government and the Opposition, Ruling Chiefs of India, visitors from the Overseas Dominions, and, of course, many peers, members of Parliament, officers of the Navy, Army, and Royal Air Force, and

representatives of the clergy and other professions. Both the King and Queen made a special point of talking to the guests from Overseas, whom they recognised, and many others from abroad were presented to them. Among those present four distant parts was Sir Paul Chater, of Hongkong.

On entering the gardens from the Palace their Majesties separated, and walked slowly in different directions, stopping every few yards to speak to someone they knew. In this way opportunity was afforded the King and Queen to see the largest possible number of their guests. The Duke and Duchess of York held quite a little Court of their own, the latter looking very girlish and pretty; and Princess Mary and Viscount Lascelles were also present.

It was remarked that the men were not so carefully dressed as one might expect on an occasion of this sort, partly because so few men now wear black clothes habitually, and when they appear in orthodox garments the effect is that of badly creased or ill-fitting dress. Some were without gloves or stick, and one man actually wore a black jacket and tall hat. If he had turned up dressed like that in King Edward's time he would have been ejected! The Labour members, it is interesting to note, were all properly garbed, and, indeed, looked better than some of their more highly-placed fellow guests.

"WORTHY" IN THE LIMELIGHT.

The Postmaster-General, Sir Laming Worthington Evans, M.P. for the Colchester Division, is the most discussed man of the week. What his own personal feelings may be it is impossible to say; but probably he is deeply annoyed at the publicity he has attracted. It is all because on the day he was due to introduce the Post Office estimates in the House of Commons a number of "puff" paragraphs hailing him as a Minister, and recounting his valuable public services in past years were handed to the reporters in the Press Gallery. The paragraphs were composed of full-size flattery, and therefore vulgar. They were circulated by the Publicity Department of the Post Office, and it is putting it mildly to say they created a sensation in newspaper circles. Such a thing has never been known in the case of a Minister, and there was an instant revolt against this too obvious attempt to supply "dope" to the Press.

The P.M.G. is scarcely ever referred to by his full name and title, which are somewhat portentous, but by the shorter appellation of "Worthy," and he was in the difficult position of having to get up in his place to move the estimates of his particular Department well knowing that every member present had read and chuckled over the "puff." He got out of the predicament in which he found himself by disclaiming all knowledge of the paragraphs, and there he left it. But what gave special piquancy to the incident was the accuracy with which the anonymous scribbler divined the ambitions of his chief. "Worthy" has long had his eye on the Exchequer, which is of course, a laudable ambition, and there was the emphasis in the preliminary paragraphs as to his talents for finance. The indiscretions of the "puff" have, however, destroyed his chance of rapid promotion. He will be an older, and perhaps wiser, and possibly a sadder man before he is permitted to forget what has happened.

GOVERNMENT DEPARTMENTS AND PUBLICITY.

In newspaper offices there is no secret whatever about the existence of publicity agents attached to Government Departments. It was a war-time innovation, and during the war when events moved with startling rapidity to know where to apply for information which was accurate, and which would be published, in the official view, with perfect safety. At that time the hand of the Press Censor lay heavily upon writers in the public Press. The difficulty was to know how much or how little ought to be given to the world. The publicity man, therefore, was a useful servant.

But while the war has become a dread-ful memory and the Press Censor has long since disappeared, some of the Government Departments have kept going their organisation for the supply of news paragraphs to the Press. The War Office shares the services of an expert journalist with the Colonial Office. The Ministry of Pensions and the Ministry of Health have an "Intelligence" officer. I believe, however, that the Post Office only recently created a Publicity Department, and it is this new branch which is responsible for the "Worthy" paragraphs. It was started at the time that the Post Office was assailed on all sides by critics both inside and outside Parliament.

ILLUSTRATED ACTOR'S DEATH.

There is very sincere regret at the death of Sir Charles Hawtrey, the distinguished actor and manager, which took place in a nursing home from pneumonia after a few days' illness. He had been appearing in his latest production, "Send for Dr. O'Grady," at the Criterion Theatre until a few days before the end came quite unexpectedly. Sir Charles, who was 65, was married four years ago to the Hon. Mrs. Albert Petre, and the position he occupied on the stage was recognised by a knighthood in the New Year's Honours last year.

The son of the Rev. John Hawtrey, for many years Lower Master at Eton, Hawtrey was educated at Rugby and Oxford. His father wanted him to enter the Army, but the stage attracted him so much that he decided to make that his career. Another man would have been discouraged at the outset, for in two years he only earned £10, representing four weeks' work at £4 a week. But success came to him soon afterwards. He saw the possibilities of "The Private Secretary," which he himself adapted from the German; and the play ran through 750 performances in London, while it has been revived times without number. There are few players who

(Continued at foot of next column.)

PROPHET OF WOE IN WEST CHINA.

PREACHING DESTRUCTION AND
THE FORTY DAYS AND
FORTY NIGHTS' FAST.

The following notes were found among the papers of the late Rev. R. A. White, side, who was murdered by brigands in Szechuan on August 11th. As the *Daily News* remarks, they cast a curious light on the state of mind and general unrest in West China.

Today, the 13th of the 8th moon, July 25th, is the birthday of Kuan Fung, a noted warrior of the time of the Five Kingdoms. The legend is that to-day he sharpens his sword, and if in so doing the water splashes over it, if it rains, there will be further fighting and unrest. If however no water is splashed, then the omen is good with prospects of peace. In this province this festival is the occasion of the annual meetings of the Secret Societies (Long Gowned Brotherhood) when all members are to meet together, and renew their oath of allegiance to the To Puzze or Head of the Society. It is also the occasion of swearing in new members. The penalty for absence without reasonable cause is a heavy fine or worse.

Some time ago I called attention to a society called Tong Shan Hui as being very strong in this district. More recently still another society has been making great headway. A man named Tang Huan-chang is propagating the amalgamation of the Six Churches, Loh Chuan T'ong, viz., Buddhist, Taoist, Mohammedan, Confucian, Catholic and Protestant, but in so doing he is establishing a Seventh Church of which he proclaims himself the Head (Ch'ih Chiao Hui). They are flooding the province with literature, tracts and books, some with a high literary style for consumption by scholars, others in the simple language (*peh hoo*) to appeal to the masses. The man Tang must be a very clever man.

He predicts most terrible happenings for the 8th Moon (September 11th) when two-thirds of the people of the earth will be destroyed. The calamities predicted follow largely the lines of Matt. XXIV, though considerably exaggerated. So closely does he follow this passage that one would not be surprised to hear that he was a renegade Church member. He seems to have a very large following through his system, but has had a setback in this neighbourhood. Large and enthusiastic gatherings have been held in several places, and many new members have been enrolled. Among his tenets is a new exposition of our Lord's Fast of forty days and forty nights, which Mr. Tang says the Christians have never rightly understood. What Jesus really meant to show was that men could do without food, especially in view of the over-populated condition of China, and the scarcity and dearth of food at the present time.

This, says Mr. Tang, is the message for the present day. Moreover, those who will heed this teaching will acquire great merit.

A wealthy gentleman of this district became a convert. He was first required to break off opium, which weakened him. Then he began his experiment in fasting, but after only a few days, dropsy set in, until he got weaker and died last week. I understand that the enthusiasm for the Seventh Church is considerably diminished as a result.

The lovely July-skies with the aid of a friend's telescope have given your correspondent opportunity for the study of astronomy. The moon's mountain ranges and craters have been very distinct. Jupiter with four of his moons has been a fascinating study, while Saturn's ring has been plainly visible through the telescope.

have not discovered amusement and happiness in this and many other "Hawtrey" plays since then, such as "Lord and Lady Algy," "The Man from Blankley's," "Amorose Applejohn's Adventure," and "General John Regan."

In his particular way Hawtrey was in a class apart as an actor. There was nobody who could approach him in the presentation of the highly polished gentleman, who is always getting into difficulties of the most perplexing and unexpected character, and getting out of them again by means of a series of the most astonishing lies told with the air of supreme innocence.

THE TAX ON BETTING.

The House of Commons Committee on a Betting Tax have concluded the hearing of evidence and have adjourned the consideration of their report till the Autumn. I am told that a small majority of the members are in favour of a tax, and this view is shared by the Inland Revenue Commissioners, who want the money because it has been represented that a tax would yield a substantial sum, although on this point opinion is divided. On the other hand, the Home Office will offer strong opposition to any tax of the kind on the grounds of public policy, because its corollary is the legalisation of betting. There is a prospect, therefore, of an inter-departmental conflict, and, apart from that, religious circles are sure to oppose betting legislation if it is proposed, so that the prospects of the Government doing anything even if the Committee report in favour of a tax are pretty poor.

NEW N.Y.K. EUROPEAN LINER "HAKUSAN MARU."

A notable improvement will be made on the N.Y.K. Japan-Europe Line, when the new liner *Hakusan Maru* is put on the service, replacing the smaller *s.s. Kitano Maru*. The new liner is scheduled to sail from Yokohama on October 11th.

The *Hakusan Maru*, which is now being fitted for the service at the Mitsui Bishi Dockyard and Engine Works at Nagasaki, is the fourth of the "H" class passenger liners and is the sister-ship to the *Matsumoto Maru*, *Haruma Maru*, and *Hakozaki Maru* already on the line. She is 315 feet long, 32 feet wide, 37 feet deep and of 10,123 tons gross and 13,850 tons displacement. Her propelling machinery consists of two sets of Parsons' turbines of the latest type with double reduction gear, which enables her to maintain a speed of 18 knots.

The ship can carry 118 first class, 53 second class, 32 intermediate class and 102 third class passengers. The *Hakusan Maru* is installed with every modern convenience and comfort. The first class public rooms include a large dining saloon, a spacious lounge and music room, and writing room, a comfortable smoking room, and a children's room. They are all conveniently located and neatly furnished. The veranda cafe, which occupies a most commanding position about one of the many attractive features. Great care has been used in designing and constructing the second and third class quarters which are remarkable for the provision of spacious room, efficient ventilation and lighting and complete sanitary arrangement.

In addition to being a superb passenger liner, the steamer has excellent facilities for handling cargo. Her loading capacity is 11,200 tons deadweight and 13,000 tons measurement. The *Hakusan Maru* is the first and the only liner in Japan to have a gyro compass installed.

"KITANO MARU" TO MAKE ONE RUN TO AUSTRALIA.

The N.Y.K. announces that the *s.s. Kitano Maru*, now on the Japan-Europe line will be berthed at least for one voyage on the Japan-Australia service in addition to the present three mail steamers. After returning to Japan from Europe next September the *Kitano Maru* will sail from Yokohama for Australia on or about the 16th October, arriving at Sydney and Melbourne on the 14th and 16th November respectively.

The steamer will probably omit calling at Zambouanga, Thursday Island and Townsville both outward and homeward voyages; but she may call at Shanghai or other ports according as cargo may offer.

The *Kitano Maru* has been very popular among the travelling public as a very fine and comfortable passenger liner.

AN INFERNAL MACHINE AT BANGKOK.

A few days ago, says the *Bangkok Times* of August 20th, a small boy entered the shop of a Chinese dealer in sampeng and handed him a parcel wrapped up in a newspaper. He then quickly made himself scarce. The Chinese unwrapped the parcel and found it to be a small teakwood box. The box was locked but a key was attached. The Chinese distrusted the box and handed it to a police officer, who in turn took it to the Government Laboratory. It was there discovered that the box was in reality a cunningly contrived infernal machine. Inside was an electric battery and on turning the key in the lock the circuit was closed. A fine wire in circuit was buried in the charge, but when received by the Laboratory the batteries did not give enough current to fire the charge; possibly they had been run down. The charge consisted of arsenic sulphide and potassium chlorate, and broken glass and nails were mixed with it. Had the charge exploded considerable damage would have been done. This is the first time the Police have come across an infernal machine in Bangkok, and although it have no clue to the would-be assassin they are of the opinion that it was sent by a trade rival.

THE METHOD OF MOUNTING

spectacle glasses is of the greatest importance," writes Dr. C. Hartbridge, F.R.C.S., Ophthalmic Surgeon and Lecturer on Ophthalmic Surgery to the Westminster Hospital, "they must be accurately centred in frames that are light, strong and fit well, otherwise the good effect of the most carefully chosen correction may be entirely frustrated by a faulty position of the glasses, or even a fresh source of eye-strain may be introduced." The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians, located at 53, Queen's Road Central, have the equipment and instrument to adjust your spectacles to a nicety.—ADVT.



\$5.50.

LANE, CRAWFORD, LTD.

Bottled by Boutillier, Delauriere & Co.

LANE, CRAWFORD, LTD.

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ANDERSON'S

Wm. Powell Ltd.
TELEPHONE C. 3110.

(Hongkong Hotel Buildings).

A GENTLEMAN

has been described as ONE WHO PUTS MORE INTO LIFE than
HE TAKES OUT OF IT.

Our Tailoring Ideals are to put more into Clothes than the Price entitles the Wearer to expect. That is why, judged by the most critical, our TAILORING is found to lead in QUALITY and WORKMANSHIP.

NOW SHOWING

PRICES FROM \$55.

SATISFACTION GUARANTEED

NEW ADVERTISEMENTS

NOTICE.

M. F. M. WELLS has returned and will resume the Management of this Company as from the 17th inst.

SUN LIFE ASSURANCE CO. OF CANADA.
15, Queen's Road Central, Hongkong.

September 14th, 1923. 1314

TO LET.

OFFICES at No. 104, Des Vieux Road Central. Suitable also for Golown, Garage, or Printing Establishment. Apply to

THE BANK OF EAST ASIA, LTD.
1312

THE SANDAKAN LIGHT & POWER CO. (1923) LTD.

THE FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Company, 87, George's Building, Chater Road, Victoria, Hongkong, on **TUESDAY, the 18th SEPTEMBER, 1923, at 11 o'clock** in the forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the Year ended 30th April, 1923, and electing a Consulting Committee and Auditor.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from Tuesday, the 11th September, 1923, until Tuesday, the 18th September, 1923, both days inclusive.

SHEWAN TOMES & CO., General Managers.
Hongkong, 8th September, 1923. [128]

DOUGLAS STEAMSHIP CO. LTD.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office, 20, Des Vieux Road Central, on **TUESDAY, the 25th of OCTOBER, 1923, at 11 A.M.**

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 22nd of September, to 2nd of October, both days inclusive.

DOUGLAS, LAFAIK & CO., General Managers.
Hongkong, 13th September, 1923. [1311]

GREEN ISLAND CEMENT CO. LTD.

NOTICE.

AN INTERIM DIVIDEND of Fifty cents (50 cents) per Share has been declared for the Half-year ending 30th June, 1923.

Such Interim Dividend will be payable on and after **TUESDAY, the 18th SEPTEMBER, 1923**, at the Office of the Company, where Shareholders are requested to present their Warrants. The **REGISTER OF SHARES** of the Company will be **CLOSED** from the 7th September, 1923, until the 18th September, 1923 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
SHEWAN TOMES & CO., General Managers.
Hongkong, 29th August, 1923. [1226]

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUPPLIES OF SECOND-HAND CLOTHING.

A SPECIAL COMMITTEE of Local Ladies under the Presidency of Mrs. E. D. C. Wolfe has been formed for the purpose of receiving and handing over to the Relief Committee for despatch to the Devastated Areas in Japan Parcels of Second-hand European Clothing of all descriptions for Adults and Children.

The Committee will be in attendance at the City Hall Daily from **MONDAY, 17th inst., to SATURDAY, 22nd inst., between 11 A.M. and 12 Noon.**

Parcels sent by messengers should be addressed to the Japanese Earthquake Disaster Hongkong Relief Committee.

By Order,
D. K. BLAIR, Secretary.

HONGKONG RELIEF COMMITTEE.
Hongkong, 12th September, 1923. [1303]

P. & O. S. N. CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamship "SICILIA" Captain E. C. Miller, a.m.s., carrying His Majesty's Mails will be despatched from this Port on or about **TUESDAY, 18th SEPT., 1923**, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until Noon, the day before sailing. The contents and value of all packages are required.

For further particulars apply to—
MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 11th September, 1923. [1300]

PUBLISHED TO-DAY.

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.
The Paper to send Home

INTIMATIONS

NOTICE OF REMOVAL.

THE OFFICES of the "HONGKONG DAILY PRESS" have been removed to 1A CHATER ROAD (2nd floor), to which Address all Correspondence should be directed.
Hongkong, 16th July, 1923.

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUBSCRIPTIONS Lists for the above Fund are open at the following places:—
HONGKONG GENERAL CHAMBER OF COMMERCE.
HONGKONG & SHANGHAI BANKING CORPORATION.
CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
MERCANTILE BANK OF INDIA.
INTERNATIONAL BANKING CORPORATION.
NETHERLANDS TRADING SOCIETY.
YOKOHAMA SPECIE BANK.
HONGKONG CLUB.

Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.

By Order,
D. K. BLAIR, Secretary.

HONGKONG RELIEF COMMITTEE.
Hongkong, 10th September, 1923. [1207]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 2814 for 30 Shares numbered 53303 to 53332; Certificate No. 4317 for 25 Shares numbered 99851 to 99875; and Certificate No. 4830 for 8 Shares numbered 2403 to 2410 all registered in the Name of **GEORGE HOYES** have been **LOST** or **DESTROYED**, and should these Certificates not be produced to the Company before the 15th day of **SEPTEMBER, 1923**, New Certificates for the said Shares will be issued and the old Certificates will thereafter be held by the Company as *Null and Void*.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 15th August, 1923. [1175]

HONGKONG CLUB.

NOTICE.

THE THIRD YEARLY DRAWING of TWENTY DEBENTURES of the Hongkong Club 1920 issue—\$500 each was held in the Club House on **SATURDAY, the 8th SEPTEMBER, 1923**, when the following Debentures were drawn for redemption:—

14	215	538
144	216	568
170	238	454
104	281	483
198	288	491

and will be Payable at the Hongkong and Shanghai Banking Corporation on **SATURDAY, the 30th SEPTEMBER, 1923**, in exchange for surrender of same.

By Order,
A. H. ABBAS, Secretary.

Hongkong, 8th September, 1923. [1291]

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ONE BABY'S BED 4' x 2' with Wire and Horse Hair Mattress and Mosquito Net. Also **TWO-BURNER OIL STOVE**, both New a Few Months Ago.

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1307

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Revised by the Members.

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INTIMATIONS

NOTICE.

"CYCLOPS" from U.K. ARRIVED 8/11. 16.
M F
RDG 1/13—13 casks Silicate of Soda.

IT IS HEREBY NOTIFIED that the above Consignment, if Unclaimed and Storage Charges incurred, thereon, Unpaid by 22nd SEPTEMBER, 1923, will be sold to defray such Storage Charges.

BUTTERFIELD & SWIRE, (JOHN SWIRE & Sons, Ltd.), Agents, Holt's Wharf.

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO, AND STRAITS.

The Steamship "BENLEIDI"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 10 A.M.

No Fire Insurance will be countermanded by Bills of Lading will be countermanded by

GIBB, LIVINGSTON & CO., LTD., Agents.
Hongkong, 10th September, 1923. [1204]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

THE Motor Ship

"GLENLUCE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 18th September, 1923, at Noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 17th Sept., 1923, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countermanded by

JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 11th September, 1923. [1301]

SS. "CORDILLERE"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, etc., also cargo ex s/s "LIBERTE" DE TOULON, from COGNAC, in connection with the Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countermanded by the Underwriter. Goods remaining unclaimed after the 18th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd instant, or they will not be recognized.

All damaged packages will be examined on Tuesday, the 18th instant, at 10 A.M., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER, Acting Agent.
Hongkong, 12th Sept., 1923. [1205]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "ELPENOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 12th September.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10 A.M. and Noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 16th September, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 2nd Oct., or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th September, 1923. [1310]

INTIMATION

E

WHISKY

The Old Favourite.

A Fine Blend

of Old Scotch Whiskies

is now being bottled

at Leith, Scotland

By

Messrs. Macdonald & Muir

and a Label to that

effect is affixed to the

back of each bottle.

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants.

ESTABLISHED 1841.

BIRTH.

DIONY.—(By cable), on September 13th, at London, to the wife of Dr. KENNEL H. DIONY, a daughter. [1313]

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 15TH, 1923.

THE WARFARE IN KWANGTUNG.

If reports emanating from Peking may be credited, we are a long way yet from the end of military operations in the neighbouring province of Kwangtung—that is if Dr. SUN YAT SEN is in a position to keep his large forces in the field. We have read much in the "pro-Sun" newspapers for months past about elaborate military preparations to capture Waichow and drive General CHEN CHUNG MING and his forces out of the province, and of Dr. SUN YAT SEN, on several occasions, going to the East River front to "personally direct the operations," but repeatedly something has happened to prevent the accomplishment of the plans. We see that it is now claimed by the Commander-in-Chief of the Fourth Army Division which was sent by Marshal Tsao KUN "to relieve Kwangtung" that "the combined forces of General CHEN CHUNG MING and the Kwangsi commanders have gained the upperhand in the operations." Stalmate would seem to more accurately describe the position. If the army sent "to relieve Kwangtung" is in urgent need of reinforcements and applies to make the defeat of Dr. SUN YAT SEN's army "certain," it can hardly be said yet that they have the "upper hand." However, the reports from Peking tell us that Marshal Tsao, encouraged by the reports from the scene of operations, has "made up his mind to pay more attention to the situation," and instructions have been given for the despatch of a million rounds of ammunition and a sum of \$300,000 to General CHEN CHUNG MING, another

CORRESPONDENCE.

SCAREMONGERING.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir,—May I ask what action the Hongkong Government is taking in connection with the silly, scaremongering rumours at present appearing in the Chinese vernacular newspapers of Hongkong. Yesterday another of these stupid rumours appeared in print, I believe in the "Chun Wan" newspaper which is printed and published in this Colony.

I would like to know why the Secretary for Chinese Affairs does not censor this sort of rot. It serves no useful purpose, but on the contrary does a lot harm in that superstitious Chinese are inclined to become very "panicky."—Yours faithfully,

X.Y.Z.

[These scares are not confined to Hongkong. We see that they are being propagated in Peking, where the police authorities are intervening to check the propaganda. It appears that the alarming rumours of impending calamities have their origin in observations by "the Chairman of the Association of the Religions of the World." Mr. Tang who is also an astronomer. Among the things he has predicted—all to occur within ten days from the 15th day of the 5th moon—are five successive days of total darkness, a great earthquake (at Peking apparently), the falling of stars, great tidal waves and awe-inspiring thunder and lightning and hailstorms. The earthquake in Japan, of course, has strengthened the belief of the superstitious in these tales.—Ed. H.D.P.]

RAIN PREDICTED FOR TO-DAY.

According to the forecast issued by the Director at the Royal Observatory, Kowloon, yesterday morning, there is a likelihood of wind and rain to-day (Saturday).

If the forecast turns out to be true several interesting functions will be interfered with. First and foremost there is the Interpoint Bowls match between Shanghai and Hongkong which is to be played at Kowloon. Then there is the "At Home" of the Kowloon Cricket Club members at which the prizes won during the year are to be distributed.

There is also the promenade concert at Volunteer Headquarters, which has already been postponed once, and at the Victoria Recreation Club a swimming fête has been arranged.

It will be hoped that Jupiter Pluvius will delay his visit. Monday is not a general holiday and should suit just as well as either Saturday or Sunday. At all events the children's prayer will be in the minds of a large number of people this morning: "Rain, rain, go away; come again another day."

THE TYPHOON.

This, according to the same report, is still hovering round. Yesterday at 11.55 a.m. it was in the vicinity of 300 miles to the east of Hongkong (22N. and 119E.). Its direction was unknown. On the previous evening it passed quite close to the Pescadores on a S.W. track. During the early part of the morning the No. 5 signal which had been up all night was changed back to the No. 1 signal.

According to the Royal Observatory report issued at 5.45 p.m., yesterday, the position of the approaching typhoon was shown as being within 120 miles of Lat. 20 (N.), Long 119 (E.). Its direction was then uncertain. Since the morning report its position had changed two degrees south.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

EARTHQUAKE NEAR PAOTINGFU.

PEKING, September 13th.
It is reported from Paotingfu that an earthquake occurred this morning at Anshingien to the east of Paotingfu. No details are to hand but the disturbance is believed to have had no serious effect.

CHINA'S PRESIDENT.

CABINET TO REMAIN IN OFFICE TILL AFTER ELECTION.

PEKING, September 13th.
The Cabinet has issued a circular telegram stating that it will continue in office till a President has been elected.

[FROM THE "DAILY BULLETIN."]

PRESIDENCY.

LI YUAN HUNG DESIRES TO FORM CABINET.

PEKING, September 13th.
It is considered noteworthy that Li Yuan-hung's reported declaration that he is still President and desirous of forming a Coalition Government synchronizes with the expiration of the legal tenure of office of the governing Cabinet.

The latter at to-day's meeting is discussing the issue of a circular telegram saying that its term must be prolonged until a President is elected.

The Chihli faction accuse the An Fu faction of the chief responsibility for yesterday's election failure, and threaten to arrest the leaders.

CABLES.

LATEST CABLE.
[THROUGH REUTER'S AGENCY.]MILITARY COUP IN SPAIN.
"MILITARY REVOLT" INCORRECTLY
DESCRIBES THE SITUATION.

MADRID, September 13th.

A semi-official message declares that the expression "Military revolt" incorrectly describes the position, and emphasises that civil revolts in Madrid, Barcelona, Saragossa, Bilbao and the other principal towns.

The troops are everywhere confined to barracks and the streets wear their accustomed aspect. Shops and offices are open, and work has not ceased.

BARCELONA, September 13th.

Military action is only visible in the occupation of the telegraph and telephone offices.

DE RIVERA'S INSPIRATION.

De Rivera publishes a telegram which he has received, signed by the Captain-General of Madrid and four generals, adhering to the movement pending the arrival of the King, who will decide what should be done.

De Rivera, in a statement to the Press, declares that he was inspired by the example set of Mussolini, but of the Spanish here General Primo.

KING NOT YET ARRIVED FROM SAN SEBASTIAN.

MADRID, September 13th.

The King has not yet arrived from San Sebastian.

THE KING ARRIVES: CABINET
RESIGNS.

The King has arrived in the capital. He conferred with the Premier, after which it was announced that the Cabinet had resigned.

FOREIGN MINISTER RESIGNS.

SAN SEBASTIAN, September 13th.

The Foreign Minister, Senor Alba, has declared that having learned that the military coup was particularly directed against him he tendered his resignation and is not returning to Madrid for the present.

LABOUR HOLDS ALOOF.

MADRID, September 13th.

The executive committee of the Socialist party, and the general union of workers has appealed to labour to hold aloof from "a military movement directed by generals devoted to the palace."

THE POLICY OF THE NEW
RULERS.

PARIS, September 13th.

A message from Barcelona states that the leader of the revolt is De Rivera. Marquis Estella, in an interview, said the news from Madrid gave hope that the Government would give them satisfaction. When the King arrived, the new policy would include rigorous repression of revolutionary communists and separatists and they would endeavour to realise the chief aims of the Government in Morocco, after which they would limit action there to maintaining order, and to relieve the country of the excessive burden of the campaign involved they would pursue a policy of peace in international affairs.

MADRID, September 13th.

The newspapers unanimously describe the situation as serious. *El Sol* states that the Government has sent warships to Barcelona. The garrison at Bilbao has joined the movement. Madrid is quiet and there are no incidents.

EARLIER CABLES.

A MILITARY REVOLT.

Following disturbances arising from anti-Spanish demonstrations by the Catalan Separatists, the Captain-General of Barcelona, Primo de Rivera, has issued a proclamation announcing that the military authorities have decided to take over the power, and have occupied the central telephone office and enforced martial law, established a censorship, claiming that the garrisons at Madrid, Saragossa and Seville adhere to the movement, stating that proceedings will be instituted against the Foreign Minister and the President of the Council, and that a Government will be established under the military authorities.

A STATEMENT BY THE
CABINET.

MADRID, September 13th.

The Cabinet, after an all-night sitting, have issued the following statement:— "Apparently, the military forces in certain districts are disposed to concur in the attitude of rebellion of De Rivera. The Cabinet is in permanent session, and will maintain their position and only yield to force."

THE KING OF SPAIN WILL ARRIVE AT
MADRID TO-DAY.

MARTIAL-LAW AT BARCELONA.

BARCELONA, September 13th.

Martial law has been declared, and, acting under the orders of Primo de Rivera, General Llorens has taken over the administration of the province of Barcelona. The military authorities have also seized the power in the Catalan provinces, apparently without difficulty.

(Continued at foot of next column.)

LATEST CABLES.
ENFORCEMENT OF
PROHIBITION.

U.S. NAVY CANNOT BE USED.

WASHINGTON, September 13th.

The Attorney-General, Mr. Daugherty, in an "opinion" sent to Mr. Coolidge, declared that the navy cannot legally be used to enforce prohibition. It can only be used as an "enforcement agency" by special authorisation of Congress, or in any emergency, in which civil processes prove impotent.

ANOTHER AEROPLANE
RECORD.

NEW YORK, September 13th.

In piloting a navy Curtiss racing plane, Lieut. Brow attained an officially recorded speed of 24.15 miles an hour. He travelled at a speed of 253 miles an hour for one round of the course with the wind.

VILLA'S MURDERER.
SENTENCED TO TWENTY YEARS'
IMPRISONMENT.

MEXICO CITY, September 13th.

Jesus Salas, a member of the Lower House of the Legislature, who confessed to being the leader of the assassins who murdered ex-President Villa, has been sentenced to twenty years' imprisonment.

ITALO-JUGO-SLAVIA DISPUTE.
DENIAL OF ALARMIST
REPORTS.

ROME, September 13th.

A semi-official statement denies the alarmist reports regarding the Fiume situation, ridicules talk of danger of war and says negotiations with Jugo-Slavia continue.

ITALY REFUSES ARBITRATION.

LONDON, September 13th.

The report that Italy has refused to accept Swiss arbitration of her dispute with Jugo-Slavia has perturbed responsible circles in London, and it is apprehended that one of the parties concerned might attempt rash action provocative of war. It is understood that the situation is causing grave concern to the French Government, in view of its close connection with the "Little Entente."

ITALO-GREEK DISPUTE.
AMBASSADORS AGREE TO
SOLUTION.

PARIS, September 13th.

It is authoritatively stated that the Conference of Ambassadors, at a meeting held this evening, completely agreed upon a solution, which is in the nature of a compromise, concerning the evacuation of Corfu, which no doubt, will occur before October 1st.

It is learned in well-informed quarters that the solution reached by the Ambassadors' Conference provides for the Italian evacuation of Corfu by September 20th. If by that date the reports by the Inter-Allied Commission of Inquiry show that Greece has not done her utmost to secure the detection and punishment of the Janina murderers, Greece's deposit of 50,000,000 lire will be handed over to Italy as reparations.

LEAGUE OF NATIONS.

GENEVA, September 13th.

In the course of the debate in the Assembly of the League of Nations on the work of the Council, the first Chinese delegate said that China had entered the League because she was convinced of its utility.

The Financial Committee of the League passed a motion favouring a reduction of the League's Budget.

Sir H. J. W. Fry, supporting the motion, declared that the Indian delegation were always in favour of economies, provided the work of the League remained unimpaired.

The motion was referred to the supervisory committee for examination and report as soon as possible.

JAPANESE CONTRIBUTION REDUCED.

M. Reynaud (France) proposed that the Japanese contribution to the League be now reduced in view of the catastrophe.

The proposal was unanimously approved, and Mr. Adachi (Japan) cordially thanked the committee.

OBITUARY.
SENATOR MILLEN.

MELBOURNE, September 13th.

The death is announced of Senator Milten, ex-Minister of Defence of the Commonwealth of Australia.

IMMORALITY, CORRUPTION AND
DISASTROUS POLICY IN
MOROCCO.

MADRID, September 13th.

It is learned from an authoritative Ministerial source that a document has been distributed among the garrison at Madrid declaring that the Government have lost all public confidence owing to immorality, corruption and their disastrous policy in Morocco.

Captain-General of Madrid Godes, who was summoned to appear before the Cabinet, gave an assurance that the garrison at Madrid is ready to guarantee the maintenance of order.

THE EARTHQUAKE IN JAPAN.
LATEST NEWS BY CABLE AND
MAIL.

The following are extracts from the cables received at the Japanese Consulate yesterday from the Foreign Office at Tokyo:—

THE EXODUS FROM TOKYO.

Over half a million people left Tokyo by rail between the 4th and the 8th inst., whilst 23,000 left Tokyo by small steamers between the 4th and the 6th inst. In addition to this a considerable number left the city on foot. During the same period 220,000 visited Tokyo for the purpose of making enquiries about relatives and friends missing since the earthquake.

Up to September 10th 74,000 corpses had been gathered and cremated in Tokyo and the work is still proceeding.

AT YOKOHAMA.

In Yokohama out of a total of 83,000 buildings, 67,000 have collapsed or have been burnt. Out of a total population of about 600,000 there are now only 250,000 people living in the port.

THE DAMAGE TO KANAGAWA
PREFECTURE.

The cables contain an estimate of the damage and casualties in the Kanagawa Prefecture (comprising the port of Yokohama). In this Prefecture 53,000 collapsed houses, 4,500 houses were destroyed by fire, whilst 73 buildings were carried away by the tidal wave. In addition there are 22,000 half-burnt buildings. The casualties in the Prefecture amount to 4,300 dead and 21,000 injured.

The following is a list of the killed and injured at the various towns in the Prefecture of Kanagawa:—

Kawasaki—200 dead, 200 injured.
Yamaguchi—500 dead, 1,700 injured.
Utsunomiya—500 dead, 3,000 injured.
Miyagi—60 dead, 2,300 injured.
Fujisawa—300 dead, 500 injured.
Osaka—200 dead, 700 injured.
Odawara—230 dead, 500 injured.

Atami (the famous hot springs).—The casualties have not yet been ascertained.

Most of the places named above are popular summer resorts.

In the Prefecture of Suitama, bordering on Tokyo, there are 200 dead and 370 injured. The number of collapsed buildings is 5,700, whilst 4,000 have half-collapsed.

AMERICAN WHO ARE SAFE.

The following names are included in a list received by the American Consulate at Shanghai on the 7th inst. as being safe:

A. D. Milmine and wife, Herbert J. Collier and family; the foregoing sailed for the United States by the *President Jefferson*; Matt Brodie, Duke Perry, Mrs. Dorothy Brandt and child, James W. Emison, Commander and Mrs. Webb, F. R. Carroll, wife and two children, Godfrey M. James, Frank L. Lapping, David Tait and mother, Captain W. I. Eisler, Bishop McKim, James L. Kauffman, J. R. Geary, R. F. Althaus, Samuel Adam, H. Arias, wife and daughter, R. L. Ogilvie, M. C. Alexander, D. C. Burnell, Harry Bashi, W. W. Baer, Paul Blum, wife and two sons, H. V. Vans Brunnell, H. C. Brunell, Elmer Blum, wife and two children, D. P. Chambers, G. N. Creighton, R. Y. Crawford, C. J. Crossby, wife and daughter, Virginia Darrell John, Eills and Olga, E. R. Euse, E. R. Egger, R. P. Eastlake, wife and three children, E. Harry Esping and wife, W. L. Farnham, wife and two daughters, F. D. Eagan, wife and two children, William W. Gordy, Mrs. Spencer, Gould and wife, C. Hoffmann, W. D. Hickie, Catherine Hoffman, Harry A. Irwin and wife, Marcus Isaacs, C. N. Jefferson, J. L. Knopp, Julius Kaufner, F. Kochler, S. L. Kindstorm, Milton R. Lock, H. Manley, wife and child, C. E. Miller, J. W. Morr, Mary Martin, W. J. Manning, wife and son, F. H. Manz, F. E. McCorkle and wife, A. E. McGlew, E. G. McDowell, O. Pottle, wife and three children, Duke N. Parry, J. Quinn, wife and his sister, George A. Repko, Joseph S. Ruble and wife, Harold Strand, M. S. Sankers, wife and two children, D. M. Tinslin, Alfred Tudland, J. H. Trenat, E. Yest, wife and son, J. B. Van Brunt, James E. Wallis, Jr., and H. H. Young.

EARLIER CABLES.
[BY COURTESY OF THE "DAILY BULLETIN"]
EARTHQUAKE AFTERMATH.

CITY PLANNING.

NAGASAKI, September 13th.

That the recent disaster at Tokyo and Yokohama affords an unrivalled opportunity for laying out their successors according to the latest and most improved plans is fully realised, and the problem is now engaging the most serious attention.

Already it is reported that there is an indication of the views and opinions of experts throughout the world, and even the presence of the experts themselves is contemplated.

Concerning this matter, while the first mooted idea of transferring the seat of Government to Kyoto seems to have faded for the present to the background, to-day, a proposal is being aired, with the alleged support of the intellectuals and the militarists, that the Imperial Palace, which it is argued should no longer occupy a central position in a modern city, thus hampering communication, should be removed to an earthquake-proof site 15 miles to the north of Tokyo, which, it is alleged, is more ideal from every point of view, particularly that of national defence.

It is impossible to say whether this is merely a flight of the imagination, as there is no intimation from an authoritative source that anything of the kind is seriously contemplated, but it is a noteworthy indication of the interest this question is now arousing.

FOREIGNERS ADVISED TO POSTPONE
VISITS.

PEKING, September 13th.

The Japanese Legation announces that in view of the fact that order in the devastated districts in Japan has not yet been restored, and that accommodation and supplies are not sufficient for fresh arrivals, foreigners who intend to visit Japan are requested to postpone their visit unless they have urgent business or have near relatives whom they wish to look after, or unless they are journalists.

The Japanese Consuls have been instructed to regulate the issue of passports in accordance with the above.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]THE SALVATION ARMY AND THE
DISASTER.

LONDON, September 13th.

Ten thousand persons attended a meeting of the Salvation Army at Albert Hall to express sympathy with Japan. It was announced at the meeting that General Booth's Relief Fund already amounts to £31,000. The proceedings included a memorial service for missionary victims.

EARLIER CABLES.

PUBLIC SUBSCRIPTION IN
FRANCE.

PARIS, September 13th.

The joint committee of the Grandes Associations d'Anciens Combattants have opened a public subscription in aid of the Japanese sufferers.

"AMERICA'S OUTSTRETCHED
HAND."

BALTIMORE, September 13th.

Mr. Denby, addressing a Red Cross meeting, contended that America ought to be the first to offer relief to Japan because "America's outstretched hand was the first Japan's grasped when she came out of the ancient shadows."

JAPAN THANKS AUSTRALIA.

MELBOURNE, September 13th.

The Japanese Government has telegraphed to the Governor-General thanking Australia for her practical sympathy for the earthquake sufferers.

THIRTEEN AMERICAN HOSPITALS
FOR JAPAN.

A transport left San Francisco on the 8th inst. with one base hospital and twelve field hospitals, totalling 4,000 beds. The *Somme* carries a total of 4,250 cubic inches of cargo consisting in addition to the hospitals, of 52 infirmaries, four field laboratories, tentage, cots, bunks, rice, milk and medical supplies. She also has ten doctors, six army nurses and 41 enlisted men of the medical corps.

Added to the hospitals sent from Manila, which totalled 2,850 beds, this, says the *Manila Times*, will make 6,850 beds sent by the army, or about three times the total number of beds available in all of the hospitals in the Philippine Islands combined.

A total amount of P2,432,780.20 has been donated by the army from Manila, according to figures given out at Ft. Santiago. This includes the amount spent until the time the second transport, the *Neige*, sailed. Cost of personnel, operation of transports, articles loaned, such as trucks, blankets, and clothing is not included. The figures given include only food, medical supplies, etc.

THE MEDICAL CONGRESS AT
SINGAPORE.
RECOMMENDATIONS AS TO
BERI-BERI CONTROL.

The official proceedings of the Medical Congress concluded at Singapore on the 8th inst., when the reports of the committees appointed to consider the question of beri-beri control and other matters were presented to a full meeting of members in the Victoria Theatre.

At the commencement the President (Dr. Hoops) stated that a number of members had already subscribed to the F.E.A.T.M. Japanese Relief Fund, and that Dr. Galloway had headed the list with a subscription of \$1,000. The Council voted \$1,000 from the Association's funds, and the total was now \$3,840.

NEXT CONGRESS AT TOKYO.

The motion of the President that the invitation of the Japanese Government to hold the next Congress at Tokyo in 1925 be accepted was carried with acclamation.

Dr. Miyagawa, of the Tokyo Imperial University, on behalf of the Japanese Government assured the members of a warm welcome at Tokyo, and also expressed the thanks of the Japanese delegates for the sympathy and assistance of the Association in regard to the Japanese disaster.

BERI-BERI.

The recommendations of the beri-beri committee, which consisted of Drs. de Langen, Stanton, Guerin, Kanai, H. S. H. Thavara, Lopez Rial, and Lieut-Col. Bissett, were as follows:—

The Association of the Far Eastern Association of Tropical Medicine has considered the proposal of the Philippine Islands "Delegation" for international action in the control of beri-beri, and has taken note of the views of the official delegates of the Governments represented in the Fifth Congress.

The Association is of opinion that consequent upon the divergence of views disclosed in the statements of official delegates, any international convention is at present impracticable.

The Association reaffirms its belief that beri-beri is a disorder of nutrition, and that in the Far East the principal factor in its causation is a diet of which over-milled rice forms the staple.

The Association recommends that interested Governments be invited to promote further research in the following questions in relation to beri-beri control:—

(a) The standardisation of rice;

(b) The effects of transport and storage of rice;

The Association recommends that each of the Governments interested and the Rockefeller Foundation be invited to nominate a representative on a committee for the study of beri-beri which shall report at the next Congress.

The Association considers that in the meantime individual Governments should take such action for the control of beri-beri as may be suited to local conditions in their respective countries and should devote special attention to devising and applying practical methods of improving the diet of the general population with regard to the too exclusive use of over-milled rice and should be requested to make available to the next Congress systematic observations and statistical data of the results of these methods.

The association considers that educational methods of control on the basis of the available scientific knowledge should be vigorously applied in all countries.

The report of the sub-committee appointed to consider the question of spleen measurement was adopted.

UNIFORM PORT QUARANTINE PROCEDURE.

The President proposed a resolution advocating uniform port quarantine procedure in the Far East in the following terms:—

The Congress considers that the regulations of the international convention of Paris of 1912 are not suitable for the proper carrying out of quarantine measures in the Far East.

The revisions so far proposed do not alter this unsuitability.

Circumstances in the Far East demand quite different quarantine procedure from that in Europe. It is, therefore, (Continued on next column.)

THE RICE MARKET.
EFFECT OF JAPANESE
EARTHQUAKE.

LONDON, September 13th.

Dealing with the effect of the earthquake on the rice market, the report of Messrs. J. A. Anderson and Company estimates the carry-over in Japan on November 1st at 801,000 tons.

The stocks of rice at Tokyo on July 1st were between 55,000 and 60,000 tons, of which 50 per cent., perhaps 75 per cent., have been destroyed.

As there is little or no rice held in Yokohama, even if the entire quantity at Tokyo were destroyed, this would equal less than 7 per cent. of the estimated carry-over.

It is believed that the new crop which will begin to arrive in November, will be only an average crop of, say, 8,000,000 tons, but no reliable estimate can be formed till Government figures have been published.

The situation may, therefore, be said to turn firstly, on the ability of Japan to tide over the period between now and the arrival of the new crop without large purchases of foreign rice, and the surplus appears to be sufficient for this purpose; secondly, on the size of the new crop.

In the meanwhile, it is possible to overstate the shortage of rice due to the disaster. If this has been done, the considerable advance in prices of Bangkok, Siam, and Saigon rice is hardly likely to be maintained.

It is noteworthy that the Japanese Government has removed the import duty on all foreign rice.

desirable that a separate agreement
should be drawn up to govern quarantine
regulations in the Far East, and to allow
of the necessary co-operation between the
different Far Eastern countries.

It is also agreed that copies of this resolution be sent to all the Governments of the Far East, and to the office of the Health Committee of the League of Nations, and to the Office d'International Hygiene at Paris.

INTERCHANGE OF SANITARY PERSONNEL.

A resolution requesting the Health Committee of the League of Nations to arrange for the temporary interchange of the sanitary personnel in the countries of the Far East, and to provide a course of instruction of health officers at Tokyo after the next Congress, was also carried.

THANKS TO ORGANISERS.

Dr. van J. J. Loukhuijzen, one of the Dutch East Indies delegation, in proposing a vote of thanks to the organisers of the Congress, said that although it was not yet possible to look at all the scientific and practical results of this Congress, yet they would all agree that it had been a great success in all directions. They owed hearty thanks to all who had given their time and hospitality to bring about that result, including H. E. the Governor and Lady Gullomard, their President, and their hardworking secretary, Dr. Scharff.

The President, in returning thanks, said that the success of this Congress was due to many factors. They had the excellent example of former Congresses and, specially of the last in Japan. Every member and delegate had come prepared to make the Congress a success, and many of them had brought valuable discussion. It was right that he should add a tribute to Dr. Scharff, who for the last one and a half years had been engaged on the affairs of the Association. He also mentioned Dr. and Mrs. Ratnay, who had been the main source of inspiration for the arrangements for the convenience and accommodation of members, and the amusements and social events. He believed that the next Congress in Japan would be an even greater success than the fifth, and he wished again to express their sympathy with their brothers from Japan, and their best hopes for a speedy recovery from this national disaster.

EUROPEAN LADY ROBBED.

HELD UP BY ARMED MEN.

Yesterday morning, at 10.30 o'clock, a daring highway robbery took place in Kennedy Road, the victim of the robbery being a European lady named Miss Russell who lives at No. 15A, Macdonnell Road.

Miss Russell was proceeding to her house in a private chair by way of Kennedy Road, when she was held up by two Chinese, one of whom was armed with a revolver. The chair coolies were forced to stop and Miss Russell was seized by the two highwaymen. From her wrist they took a gold bangle and made off in the direction of Wanchoi.

Miss Russell afterwards reported the matter to the police, who at once commenced a very thorough search for the men, but up to last night no arrests had been effected.

DRESS IN THE EAST.

It is difficult to decide, writes a correspondent to the *Times of India*, which is the more strange, that Englishmen should retain the full dress they are accustomed to wear in the Holland, with the inconvenience of stiff collars, dress suits and so on, or that Indians should adopt the English style for use in their own country instead of their own styles which all will agree are more adapted to the conditions of the country. It is curious how tenaciously a people sticks to its own peculiar type of dress, and the English have proved no exception, though from time to time we do see certain modifications which are intended to increase the comfort of the wearer.

The records of early Company days show that the type of clothing worn was hardly suited to the warm climate. The costume of the seventeenth century was decidedly cumbersome, but English people of that day felt that they must adhere to it. Pictures show us Englishmen with large hose, long-waisted doublets, and short cloaks or mantles, with standing collars. In addition they wore ruffs which were from twelve to sixteen lengths apiece, set three or four times double. An ancient writer tells us that the ladies had a liquid matter, which they call starch wherein the devil had learned them to wash and dive their ruffs which being dry will then stand stiff and inflexible about their necks. The gentlemen also wore breeches which appear to have been considerably on the large side, while on their heads they wore conical crowned hats made of velvet or taffeta ornamented with great bunches of feathers.

We certainly have progressed since those days to a more sensible type of dress. All the old accounts give us the impression that the old English factors and ambassadors attempted to make as imposing a sight as possible, whenever they moved outside their bungalows. Some of the older servants of the Company found it advisable to adopt a form of Oriental dress, but by the middle of the eighteenth century we find a different type of men coming out to India. The prospect of making a fortune in a short time attracted men of good family and position, and there were many young dandies among those who set foot on these shores. They may have been ignorant of the commonplaces of trade, but they knew how to dress. Some of these dandies possessed suits of scarlet and gold, blue and silver, flowered silks, velvets, buckles, ruffles, periwigs, swords and tricorne hats.

It is true we are still wedded to black evening dress suits, and that, even yet, the famous top hat has its devotees in India, but it must be admitted we have reached a more sensible form of dress for practical purposes than the old servants of the Company sported. But why Indians should desire to adopt English garb in its most formidable form, even to wearing heavy topies, is a problem not easily solved.

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FIVE CHARACTERISTICS OF AN EDUCATED PERSON.

ADDRESS BY DR. MURRAY-BUTLER.

Dr. N. Murray-Butler (President of Columbia University, United States of America) was the principal speaker at the after-luncheon proceedings at the Imperial Hotel, of the teachers attending the City of London Vacation Course in Education. He enlarged upon the five characteristics that distinguish an educated person, and set these out as correctness in the use of the mother tongue; refined and gentle manners; sound appreciation of beauty and worth; the power and habit of reflection; and efficiency, or the power to do.

Mr. Murray-Butler said they had come to the point where a scientific foundation had been laid for the work of education, where a great body of knowledge, psychological, ethical, social, and philosophical, had been acquired, analysed, classified, and brought together to serve as the base upon which they built the superstructure of the daily work of the schools, colleges, and universities of every land. In the United States there was a growing question as to whether their great educational system was achieving the results adequate to its cost. In that country they were pressed for an answer as to why it was that there seemed to be a gap between their apparent ideals and the results in the public opinion of the world. What evidence was there that the public resisted unreason and unanalysed emotions, and asked for evidence of facts, of scientific explanation of the various policies which were urged upon it. He had no time to answer the question, but he referred to it because it illustrated one point which he wished to make—that was that they should constantly be increasing emphasis upon the aim and purpose of their undertaking. They must recognise the fact that there was a distinction between attending school or college and getting an education. The old standard was the growth in information. The person who had acquired the most information was the best educated; the person who knew the largest number of dates or who had at command the largest number of quotations, or who had read the greatest number of pages in history or literature, was the best educated. It was no longer possible to say that the person who had read ten standard works of history was twice as well educated as the man who had read only five. What, he asked, was to take the place of the quantitative standard which had broken down?

He would suggest five traits—call them what they might—as evidence of an education, and he offered them as a substitute for the impression of a young American college student, who, grasping the diploma of his Bachelor's Degree, dashed from the auditorium on a hot June day into the apartments of his admiring parents and shouted, "Thank God, at last I am educated." (Laughter.) First he suggested correctness and precision in the use of the mother tongue as the instrument of expression, the aid to reflection, and as the avenue to information. (Hear, hear.) Our language was surely one of the three or four great instruments of thought and expression that the world had known. We were justified not only in laying the greatest emphasis upon the study of the mother tongue, but in putting it always and everywhere at the foundation of our programmes, and never omitting for an instant references to it whatever be the type, or form, or subject of instruction. Secondly, he named refined and gentle manners, which were the result of fixed habits of thought, and of action. Good manners were a very effective measure of sound morals. (Cheers.) He could not contemplate the word "educated" being applied to the most well-informed vulgarian. Thirdly, he would name sound standards of appreciation of beauty and of worth of character based on those standards. He would surround the growing youth with objects of beauty, with reproductions of the beautiful, and exclude the ugly. Fourthly, he would name the power and habit of reflection. The vast majority of men and women lived on the surface of life; very rarely did they go beneath it, analyse it, or measure its depths, and try to understand the secret and hidden forces that were making it the power it was, and yet their great characteristic as human beings was the capacity to think and reflect. Surely education in its formal aspect should make some beginning towards building up that power and that habit in them. Reflection could not be taught, perhaps, but its foundation could be laid. Fifthly, he would name efficiency or the power to do, in the sense of discipline and organised will. There were different mother tongues in various countries. With that one exception the characteristics he had named did not alter as one crossed the mountains or the seas, or the frontiers of people who used another speech. As they developed in their great systems of national education those traits and characteristics they would be carrying forward mankind towards that happy and fortunate day when the opportunities for understanding and co-operation would multiply, and when the barriers which stupidity worked for the benefit of prejudice would steadily disappear. (Cheers.)

Lecturing on English to the Teachers' Vacation Course, Mr. Frank Jones declared that the modern youth and maiden of 18 or 20 years very nearly approached the farm labourer in the paucity of their vocabulary. "Nice" and "top-hole" were the only words of commendation, and for the reverse there was only one—rotten.

I lived in an atmosphere of illusion, thinking that once certain obstacles were removed it would be full steam ahead for the ideal social and international order. And Christabel Pankhurst.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—18th September, 1923, 16th Sunday after Trinity. Holy Communion (8 a.m.); Children's Service (10 a.m.); Hymns, 332, 282, 383; Matins (11 a.m.); Psalms, 36 (Smith), 87 (Wallace); Te Deum, Jones, Camidge, Camidge (12th Morning); Benedictus, No. 36 (Bavan); Hymns, 199, 165.

N.B.—Psalm 84, verses 1, 2, 3, 10, 14, 17 in unison.
Psalm 67, verses 1, 4, 7, G.P. in unison.
Hymns 155, verses 1, 6 in unison.
Holy Communion (12 noon); Evensong (6 p.m.); Responses, Psalms, 90, Burnaby (9), 91 (Fulton); Magnificat, No. 28, (Luther); Nunc Dimittis, Wesley; Hymns, 193, 231, 24, (1st tune). [115]

Union Church (Kennedy Road).—Sunday Services, September 16th, 1923. Morning Service at 11 o'clock. Hymns, 559, 760, 381, Chant 49 (Luther). Anthem: "Jesu, Word of God, Incarnate" (Gounod). Evening Service at 8 o'clock. Hymns: 272, 214, 238, 683. Preacher at both services:—Rev. A. Baxter, B.A. [159]

First Church of Christ Scientists, Macdonell Road (below Bowen Road Tram Station).—Sunday, 11.15 a.m. Wednesday, 5.45 p.m. [193]



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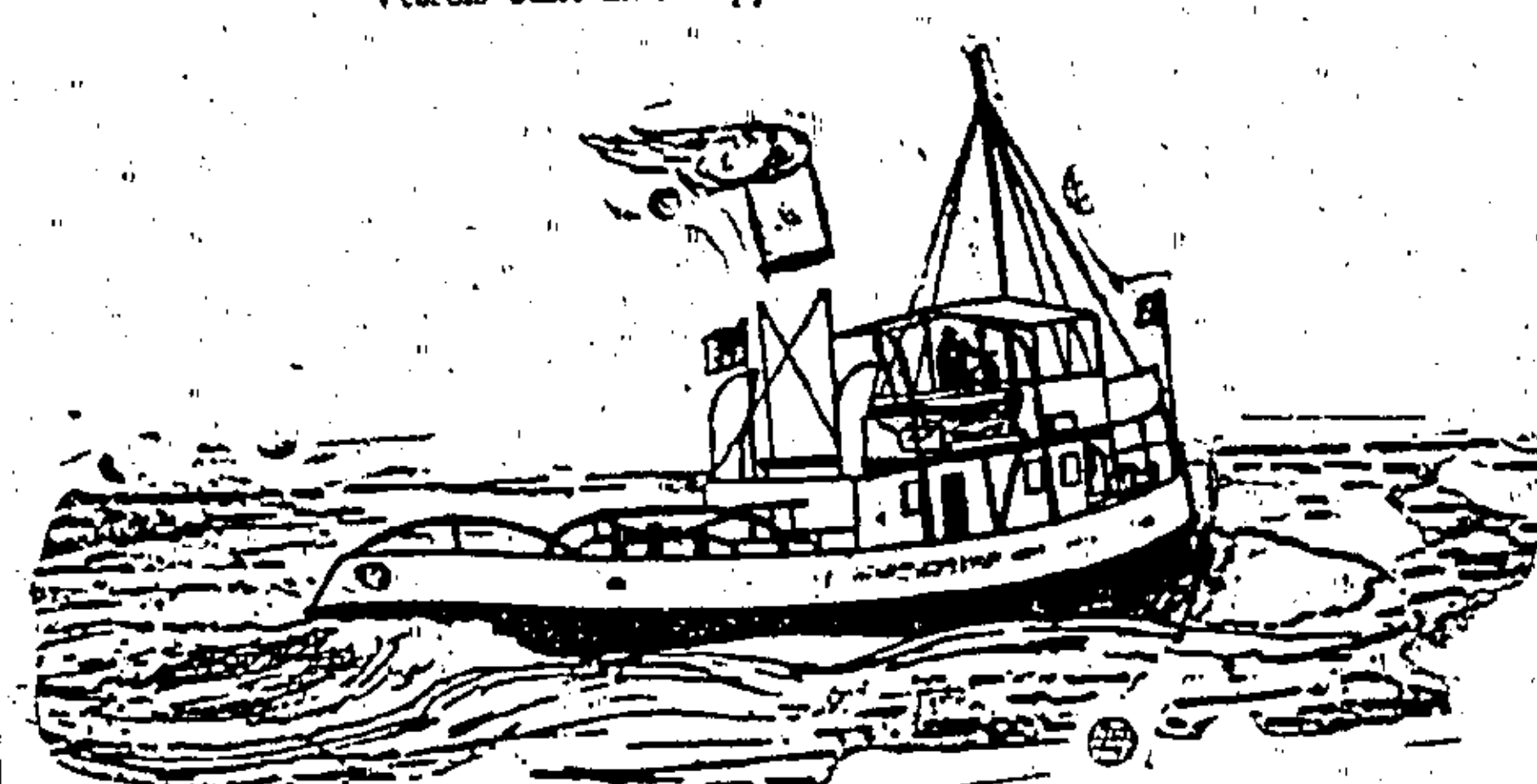
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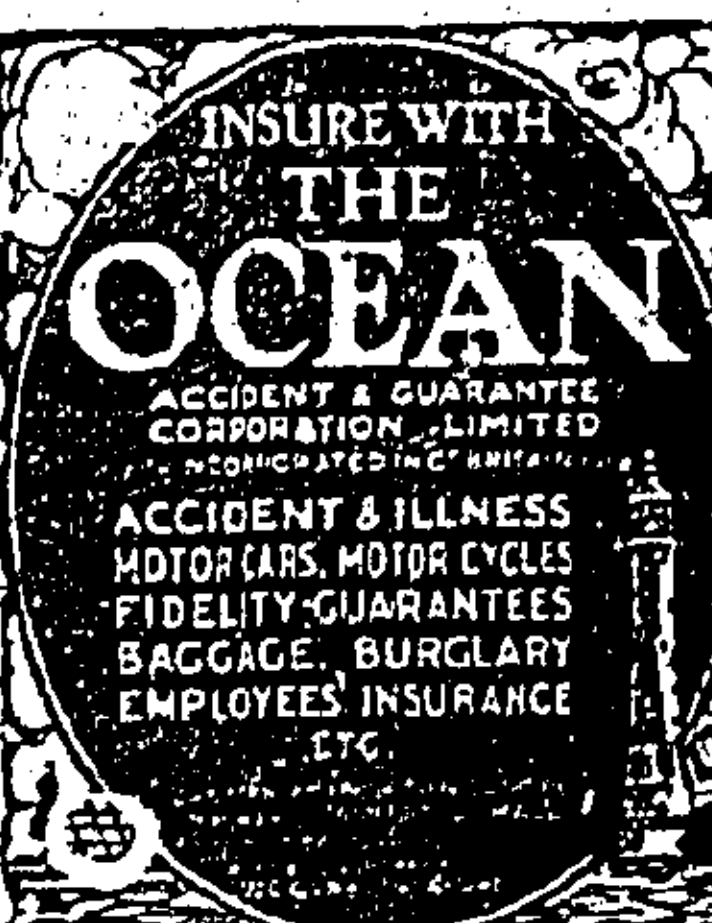
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MR. COOLIDGE.

PAST POLITICAL ACTIVITIES.

A SILENT STATESMAN.

The thirtieth President of the United States, Calvin Coolidge, of Massachusetts, is the sixth whose elevation has resulted from the accident of death. The Vice-Presidency is and has long been regarded either as the supreme reward of very modest talents, or (to take the case of Theodore Roosevelt) as an *outright* into which disturbing and too pertinacious aspirants to office may be dropped by party leaders.

He is the second man born in Vermont to hold office as President; and it is worth noting that his predecessor from that State, Chester Arthur, is also among the Vice-Presidents fortuitously elevated. Mr. Coolidge is a New Englander in the very fullest acceptance of the term. He is not tall, but is above the average height of man; he is slender, clean shaven, slow moving, sparing and deliberate of speech, and of an almost excessive reserve in his dealings with his fellow-men. Whether he unbends in the society of his charming wife and their two manly and handsome sons it would be impossible to say, but certain it is that he has none of the outward attributes of the successful politician. The genial expansiveness which Mr. Harding brought with him from the Middle West has no reflection in the cold sedateness of this descendant of the Pilgrims.

Mr. Coolidge is 51 years of age. He was born on July 4th, 1872 (the only President to claim the national holiday as his birthday), at Plymouth, Vermont, and was 23 when he took his B.A. at Amherst, one of the most famous of the Massachusetts universities. He studied law at Northampton, Mass., and in 1897 began to practise there. His life, indeed, was for many years bounded, if not by Northampton, at least by the State of Massachusetts. He was made a councilman of the city in 1890, he was president of a local savings bank, he was city solicitor in 1900-1901, and Clerk of the Courts in 1904—the same year which saw him chairman of the Republican City Committee, and for the first time taking a modest prominence in matters political. In 1910 he was elected Mayor of Northampton for a year, and in 1912 his city sent him to the State Senate, where he remained until 1915, for the last year of that period as presiding officer of the body.

THE BOSTON STRIKE.

His history, indeed, is of a slow widening of the orbit of his influence. In 1917-18 he was Lieutenant-Governor of Massachusetts, from which post he moved upward to the Governorship in 1919. It was while he held this last office that events conspired to bring him into, and for several weeks to keep him in, the field of national vision. The police of Boston went on strike, and a situation arose of much local danger, but also of wide political importance—since the example of Boston would certainly be followed. Mr. Coolidge met the emergency with courage and firmness. He held immovably to the belief that the special position of those charged with the maintenance of order threw upon them peculiar responsibilities, and he demanded—and was successful in securing—a resumption of duty as a condition precedent to any discussion of grievances. The police gave way, and the result was a personal victory for Mr. Coolidge. He became, *ipso facto*, an asset to the Republican Party, and there was no surprise when his nomination as Vice-President on the ticket headed by Mr. Harding came in 1920.

His predecessor, Mr. Thomas Marshall of Indiana, had achieved such popularity as is given to few men and such as the comparative obscurity of the Vice-Presidency makes it difficult to secure. It was the slow growth of eight years of office, however, and in the twenty-eight months which Mr. Coolidge has spent at Washington he has not won—it is doubtful whether he has cared to win—anything of the sort. He is universally and rightly respected, but if there is anywhere discernible a warm personal liking it is reserved for Mrs. Coolidge (who was Miss Grace Goodhue of Burlington, Vermont) and for the two sons of the marriage. There is no Vice-Presidential residence, and the family has lived in an elaborate suite at the New Willard Hotel, where, as in Washington generally, their comings and goings make them familiar figures.

AN UNKNOWN QUANTITY.

There is nothing in the political past of Mr. Coolidge which can serve as an indication of what is to come. Since he became a national figure his speeches have been on subjects either of very general interest or have been a faithful echo of the policies of his chief and his party. It would be equally difficult to say whether he will be chosen in 1924 to carry the party's banner, though the safest prediction would probably be that he will be passed over in favour of some more popular figure. Much, of course, will depend on the record he makes in the interval before the holding of the Republican National Convention, probably in June of next year, and even more on the sort of candidate the party leaders believe to be necessary. If, in their view, the times call for a man who is a fluent and effective speaker and an example of easy geniality, then they will not turn to Mr. Coolidge. His qualities, his quiet reliability, his preference always for the middle of the road, his steady and unadorned conservatism have in them nothing flamboyant, nothing which could make a dramatic appeal to the public imagination.

It is obviously, in this and in most other respects, a period of uncertainty. The Republicans must look not only for a candidate, but for a "platform," and they are not at all likely to have anything to say which might be pleasant to European ears for a long time to come. (Continued on next column.)

WHEN APPETITE FAILS!

"There is no sauce like appetite," says the old proverb, and the statement is altogether true. With a keen appetite you can relish the plainest food, while without it, the daintiest morsel fails to tempt you, and you no longer have any pleasure in eating. Indeed, there is frequently actual distress; for when appetite fails there is almost certain to be something materially wrong with the digestive system, and pain in some degree as a natural consequence.

Now, digestion is the prime function of life—physiologically speaking—the process by which the food you eat is ultimately converted into blood, brain and muscle; the process, in short, by which you exist, and compared to which all else is unimportant. It is a long and complex process, and any failure in any part of it must of necessity be injurious to health. If you allow your digestion to get out of order, your whole system will surely suffer.

Good food, when perfectly digested, becomes pure rich blood, in which the germs of disease cannot live; your body being thus fully nourished, every organ does its work which Nature intended it to do; there is vitality, reserve force, strength to resist, and disease cannot enter your system.

On the other hand, food (however good it may be) imperfectly digested cannot make pure blood, because it cannot yield its nourishment; your system is starved, every organ of your body right up to the brain suffers for want of sustenance; you become weak, nervous, unwell; while impurities, due to decomposition of the undigested mass in stomach and bowels, are drawn into your blood to pollute your whole system, and prepare the way for dangerous diseases.

It will thus be seen how all-important is the matter of digestion, affecting as it does every other function of the body; and how earnestly you should strive to keep it active. It is the foundation of your physical, bodily well-being, for without a sound digestion good health is hopelessly, utterly impossible.

On the slightest indication of digestive weakness take Mother Seigel's Syrup. It will tone and invigorate your stomach, liver and bowels, cleanse your blood and ensure perfect digestion, perfect assimilation, and therefore perfect health.

For fifty years, Mother Seigel's Syrup has been the favourite remedy for digestive disorders—loss of appetite, pains after eating, flatulence, acidity, biliousness and constipation. It is a tried and trusted hereditary remedy, which does its work effectively because it acts naturally upon the organs of digestion. Test it for yourself to-day and prove its remedial value. The Syrup is also sold in Tablet form. R. 300.

ENLISTED BY KISSES.

General Sir Ian Hamilton, at the opening of the Gordon Highlanders' Memorial Club in Aberdeen, last month, said: "The Gordon Highlanders are members of a chosen band which has in all the world no peer. Since the ancient heroes of Homer used to claim descent from the immortal gods, there has been no legend, heraldic, fabulous, or otherwise, which can compete with that of the authentic, historical fact that we were created by the innocent kisses of the loveliest woman in bonnie Scotland, Jean Duchess of Gordon. She rode the county fairs in Highland bonnet and regimental jacket, and scores who would else have spurned the King's shilling received it with rapture from her lips."

Mr. Coolidge may pick up the threads which Mr. Harding has dropped, he may (in such matters as American membership in the World Court) go as far as Mr. Harding, but it would be surprising if he went any farther. His temperament would make for caution, and the condition of affairs in the Republican Party is not such as to allow him to strike out a line for himself, even if he should desire to do so. The United States will in all probability be more widely separated from Europe in the months to come than at any time during the past year.—*The Times*.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION.
SANDAKAN ...	"HINSANG" ... Saturday, 15th Sept. Noon
MANILA ...	"MINGSANG" ... Saturday, 15th Sept. 3 p.m.
STRAITS & CALCUTTA ...	"KUTSANG" ... Saturday, 15th Sept. 3 p.m.
SHANGHAI via SWATOW ...	"TAISANG" ... Saturday, 15th Sept. 5 p.m.
BANGKOK via SWATOW ...	"HOPSANG" ... Sunday, 16th Sept. 2 p.m.

ANTUNG via SWATOW ...	"ESANG" ... Tuesday, 18th Sept. 9 a.m.
NINGPO & SHANGHAI ...	"CHIPSING" ... Tuesday, 18th Sept. 4 p.m.
TSINGTAU via SWATOW ...	"KWONGSANG" ... Wednesday, 19th Sept. Noon
HAIPHONG via HOIHOW ...	"LEESANG" ... Friday, 21st Sept. 8 a.m.
SHANGHAI via SWATOW ...	"YUSANG" ... Friday, 21st Sept. 10 a.m.

TSINGTAU via SWATOW ...	"YATSHING" ... Wednesday, 26th Sept. Noon
KORE ...	"HOSANG" ... Friday, 28th Sept. Noon
BANGKOK via HOIHOW ...	"CHUNSAANG" ... Saturday, 4th Oct. D.L.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through B/L of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Sailings approximately weekly for passengers and cargo calling at Hoihow when indisposed to call.

BORNBO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken of through Bills of Lading for Kadi, Jesselton, Labuan, Tawau and Lahad Datta.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiaoow.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "KUTSANG" will be despatched on or about

Saturday, 15th Sept., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

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For Freight or Passage apply to:—

Jardine, Matheson & Co., Ltd.

TELEPHONE CENTRAL No. 215

GENERAL MANAGER.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
"GLENAGLE" ...	28th Sept.	"GLENLANDA" ...	18th Sept.
"GLENATHENSIRE" ...	6th Oct.	"GLENATHENSIRE" ...	2nd Oct.
"GLENAMORY" ...	22nd Oct.	"GLENATHENSIRE" ...	11th Oct.
"GLENAPP" ...	5th Nov.		

Movements are subject to change without notice.

For freight or further particulars please apply to:—

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The Glen Line, Ltd., AGENTS.

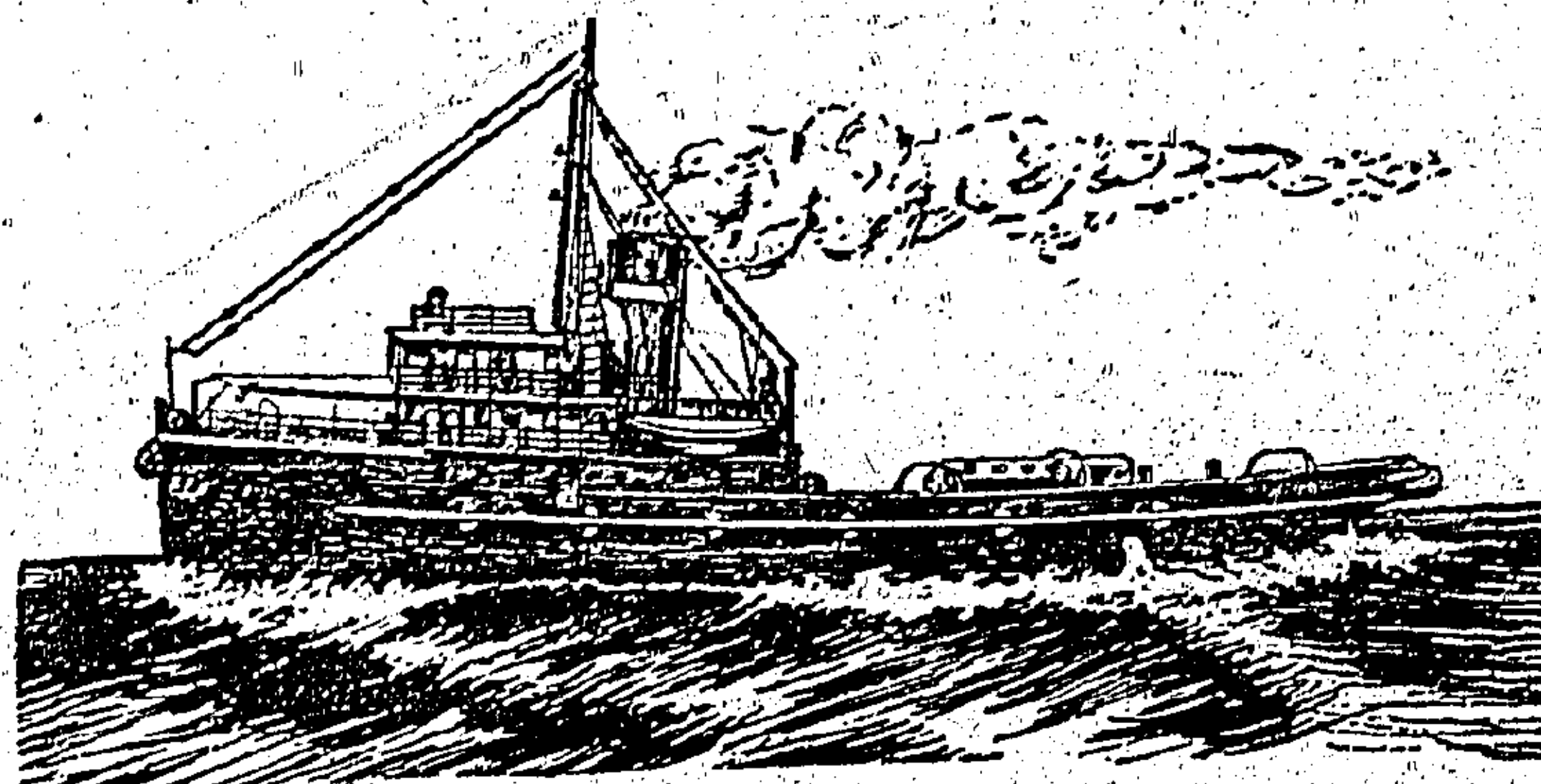
Telegraphs: Central No. 215 sub-ex. 12 and Central 1592.

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R. M. DYER, B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG.

ARRIVALS.

September 13th.

Esther Dollar, British str., 4,848 tons,
Capt. Perch, from New York and
Shanghai, the latter port she left on
September 10th, with a general cargo.
—Robert Dollar & Co.

Yinlee, Chinese str., 314 tons, Capt. Lai Yee, from Kwang Chow Wan, with general cargo.—Tung Woo & Co.

Himabaya Mura, Japanese str., 3,187 tons, Capt. G. Matsuzaki, from Bombay and Singapore, with general cargo.—O.S.K.

Sawa Maru, Japanese Str., 913 tons.
Capt. H. Oiwa, from Keelung and
Japan, with coal.—O.S.K.

Tai-sen, Panama Str., 402 tons. Capt.
Leung Hin Wa, from Kwang Chow
Wan, with a general cargo.—Sung
Tai Hong.

Hesper, German str., 3,487 tons, Capt. G. Jacken, from Hamburg and Singapore, the latter port she left on Sept 7th, with a general cargo.—Robert Dollar & Co.

September 14th

Amazon Maru, Japanese str., 4,521 tons
Capt. J. Kurimura, from Hamburg
and Singapore, the latter port she
left on September 5th, with a general
cargo.—O. S. K.

E. Sany, British str., 1,127 tons, Capt. R. C. Thompson, from Shanghai and Swatow, with a general cargo.—J. M. & Co.

Katsung. British str. 5847 tons, Capt
V. McC. Liddell, from Kobe, with
general cargo.—J. M. & Co.

Sinkiang, British str., from Canton.
President Lincoln, American str., 8.35
 tons. Capt. Ryland Brennan, from
 Manila, with a general cargo-
 Pacific Mail S.S. Co.

CLEARANCES

September 14th

Madden, for San Pedro.
E. Sang, for Canton.
Esther Dollar, for Saigon.
Fook Hong, for Saigon.
Haihong, for Swatow.
Hannan, for Manila.
Huk Canton, for Kwang Chow Wan
Tsion, for Manila.
Quahua, for Canton.
Siberia Mora, for Shanghai.
Tui Sang, for Swatow.
Tientsin, for Haiphong.
Yunnan Maen, for Canton.
Van Overstraten, for Singapore.
Weser, for Shanghai.

PASSENGERS

ARRIVALS.

Per s.s. *E. Sang*, on September 14th.
Mr. Y. P. Tough.

Per s.s. *Kutsang*, on September 14th.
Mrs. Beck and child. Mr. Wilson,
and Mrs. Jones, Mr. Vaux, Mr. Sh
Mr. Brackenridge. Mr. Hisey.

Per P.M. ass. *President*, Lincoln, September 14th, from Manila, for Hongkong:—Senator and Mrs. M. Arraras, Mr. C. Chiao, and Mrs. Y. Cutigan, C. W. D. Connetter, Mrs. and Mr. Echaus, Mr. Wm. W. Ewing, Mr. Mrs. I. A. Lacion, Mr. F. Lopez, K. Mixer, Major G. M. Routh, Mr. Silverio, Mr. J. F. Tromblay, Per Shihai: Mr. J. Ashear, Miss M. J. Bak, Mrs. Margaret L. Brunning, Mr. Mrs. C. A. Greiner, Mr. L. McCall, H. G. Murray, Mrs. E. B. Slifer, J. Slifer, Mr. and Mrs. Wm. E. T. For Kobo: Mr. G. M. Hoaphy, Mr. Mabunay, Mr. L. D. Malnar, Mr. Mixer, Dr. G. Singian, for San Francisco: Mrs. J. F. Armstrong, Mr. A. Brindholm, Mr. M. A. Chack, Mr. and Mrs. L. H. Fernandez, Mrs. Heppell, Mr. C. C. Massell, Mrs. I. Rogers, Mr. and Mrs. H. N. Salet, M. Salet (2), Mrs. J. B. Sweet, Mrs. Sweet, Mr. and Mrs. Ed. Walten, Wm. L. Worcester, Miss M. Worcester.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Australia*
Yokohama on Wednesday, September
at 8 p.m., for Victoria and Vancouver
B.C.

The R.M.S. *Empress of Asia*
Shimizu on Thursday, September
at 6 p.m., and is due at Victoria
on September 22nd, at 6 a.m.

VESSELS EXPECTED.

Andre Lebou (M.M.), due Sept. 10
Angers (M.M.), due Sept. 29th.
Bénéteuch (Ben Lino), due Sept. 29
Chdi (M.M.), due Oct. 9th.
Lombardiu (Rickmers Line), due
15th.
Phœnix (Blue Funnel), due Sept.
President Madison (Admiral
line), due Sept. 17th, 7.30 a.m.
President McKinley (Admiral
line), due Sept. 20th.



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	From Hongkong	To Vancouver		From Canada	To England
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Empress Russia	Oct. 4	Oct. 22	Empress Scotland	Oct. 27	Nov. 2
Empress Asia	Nov. 1	Nov. 19	Empress Scotland	Nov. 24	Nov. 30
Empress Canada	Nov. 17	Dec. 3	Empress France	Dec. 9	Dec. 15
Empress Russia	Nov. 29	Dec. 17	Empress Scotland	Dec. 23	Dec. 29

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SIBERIA MARU 20,000 tons, Sept. 18th, at 10 a.m.

TAITO MARU (calling at Manila and Keelung), 23,000 tons, Sept. 20th.

TENYO MARU (calling at Keelung), 25,000 tons, Oct. 25th.

KOREA MARU (calling at Manila and Keelung), 20,000 tons, Nov. 1st.

SHINYO MARU (calling at Manila and Keelung), 22,000 tons, Nov. 18th.

LEAVE HONGKONG.

HONGKONG TO BATARAISSO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.

SAN PEDRO, MANZANILLO, BALBOA.

CALLAO, MOLLEND0, AFRICA AND IQUIQUE.

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AYRES.

LEAVE HONGKONG

STEAMERS

GINTO MARU 16,000 September 25th.

ANYO MARU 16,700 October 20th.

SEITO MARU 14,000 December 4th.

RAKUYO MARU 18,600 January 15th.

TINS

JAPAN-HONGKONG-JAVA SERVICE.

between

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STEAMER

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TO MANILA.

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MARSEILLES, LONDON & ANTWERP via Singapore, &c.

MISHIMA MARU	Wednesday,	10th Oct., at 11 a.m.
HAKOZAKI MARU	Thursday,	11th Oct., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

TSUYAMA MARU	Wednesday,	18th Sept.
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LIVERPOOL via MARSEILLES & VALENCIA.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU	Wednesday,	26th Sept., at 11 a.m.
YOSHINO MARU	Wednesday,	17th Oct., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

TOBA MARU	Monday,	1st Oct.
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BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU
 Wed. Oct. or beginning Nov. |

BOMBAY via Singapore, and Colombo.

TAMBA MARU	Thursday,	27th Sept.
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CALOUTTA via Singapore, Penang & Bangoon.

CEYLON MARU	Monday,	24th Sept.
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NAGASAKI, KOBE & YOKOHAMA.

AKI MARU	Thursday,	11th Oct., at 11 a.m.
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SHANGHAI, KOBE & YOKOHAMA.

SADO MARU	Sunday,	15th Sept.
TOYOHASHI MARU	Monday,	17th Sept.
NOJI MARU (Omitting Shanghai)	Tuesday,	18th Sept.
HARUNA MARU	Tuesday,	25th Sept.

For further information apply to— **NIPPON YUSEN KAISEI**
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HONGKONG TIDE TABLE									
From Sept. 16th to 21st, 1921.									
High Water.					Low Water.				
Days of Week.	Days of Month.	H'kong Standard Time.	Height.	H'kong Standard Time.	Height.				
		h. m.	ft. in.	h. m.	ft. in.				
Satur.	16	0 50 a	6 0	1 22 p	3 1				
Sun.	17	2 15 a	6 7	7 28 p	3 3				
Mon.	18	1 21 a	6 0	8 44 p	3 5				
Tue.	19	2 38 a	6 5	10 22 p	2 5				
Wed.	20	5 27 a	4 8	11 50 p	2 3				
Thurs.	21	6 53 a	5 0	10 38 a	2 3				
Fri.	22	7 45 a	5 2	9 08 a	3 1				
Fri.	21	6 41 a	6 8	10 8 a	4 0				
		8 23 a	5 4	11 42 a	2 4				

WEATHER REPORT.

September 14th at 18.40.—Pressure is nearly stationary over Formosa, and from Guam to Yap. It has increased slightly at other reporting stations.

At noon the approximate position of the typhoon was Lat. 20 deg. N. and Long. 119 deg. E. Its present direction of motion is

unknown.
There are indications of another depression or typhoon forming to the East of Luzon.
Hongkong rainfall for the 24 hours ending at 18 hours, 14th September, 0.15 inch. Total since January 1st, 83.33 inches, against an average of 70.78 inches.
The forecast for the 24 hours ending at 18 hours, 16th Sept., is as follows:—
DISTRICT FORECAST

Formosa Channel ... { N.E. winds, fresh.

Hongkong to Gap Rock Light "East," o
variable winds, pos
sibly increasing t
a color fair at first

South coast of China between Hongkong and Lamooks	do.
South coast of China between Lamooks and Hongkong	do.

South coast of China between
Hongkong and Hainan

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Mr A. N. B. Carr	Mr T. Mitchell
Lt. & Mrs H. H. Clark	Mr H. L. Morton
Mr F. Clomes	Miss M. Newsho
Mr J. H. Collis	Mr J. M. E. Nika
Miss A. Cooper	Mr J. N. Owen
Mr W. A. Cornell	Mrs A. J. Pater
Mr O. V. T. Dean	Mr A. H. Pears

th	Mr F. M. Deane	Major R. S. P.
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"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "CITY OF KILKILACH" ... 21st October ... Shanghai & Kobe.

SOMEWARDS.

S.S. "CITY OF NORWICH" ... 21st Sept. ... L'don, Antwerp, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

"A" Class Steamers	...	1st Class £22—2nd Class £22
"B" Class Steamers	...	1st Class £24—2nd Class £25
"C" Class Steamers	...	1st Class £26—2nd Class £27

1st Class Steamer comprises those of the Cargo type which have accommodation for a few passengers but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.
(Tel. Central 7807)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "BELLEROPHON"	...	via Suez Canal	...	15th Sept.
S.S. "CITY OF BAGDAD"	...	via Suez Canal	...	25th Sept.
S.S. "PERSEUS"	...	via Suez Canal	...	5th Oct.
S.S. "KARONGA"	...	via Suez Canal	...	15th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON, HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Hongkong.	Probable Sailings from Hongkong for Marseilles.
ANDRE LEBON	...	15th Sept.
AMBOISE	...	1st Oct.
CORDILLERE	...	15th Oct.
ANGERS	24th Aug.	25th Sept.
ORILLI	7th Sept.	25th Oct.
PORTHOS	21st Sept.	23rd Oct.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A Class (1st Class) ...	£ 85. 0s. 0d.	B Class (1st Class) ...	£ 85. 0s. 0d.
STEAMERS (2nd) ...	£ 68. 0s. 0d.	STEAMERS (2nd) ...	£ 68. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats.)

S.S. C. P. "LECOQ" loading for HAYRE, ANTWERP & ORAN, DUNKIRK, about 13th Oct. and may eventually call at Valence, Oran, Alger, Casablanca, Bordeaux, Rotterdam, (if sufficient inducement offered).

Also through B/Lading issued to HELSINKI, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

2, QUEEN'S BUILDING, CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPOONG	...	Capt. Ellis Walker	Tuesday, 18th Sept., at 1 p.m.
HAIHONG	...	Capt. J. B. Thomson	Friday, 21st Sept., at 1 p.m.
HAIHONG	...	Capt. W. O. Pasmore	Tuesday, 25th Sept., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

(General) Managers.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.**MITSUBISHI SHOJI KAISHA**

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO

No. 14, PEDDER ST., HONGKONG

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destinations
"RIOLIA"	6,813	18th Sept. Noon	S'pore, Penang, Colombo, Bombay
"DONGOLA"	8,083	21st Sept. Midnight	Mars, Gib, London & Antwerp
"MANTUA"	10,902	5th Oct.	S'pore, Penang, Colombo & Antwerp
"BOUDAN"	6,696	17th Oct.	S'pore, Penang, Colombo & Antwerp
"KARMALA"	9,068	18th Oct.	Mars, Gib, London & Antwerp
"CALEDONIA"	7,632	2nd Nov.	S'pore, Penang, Colombo & Antwerp
"WILLORE"	6,853	3rd Nov.	Mars, Gib, London & Antwerp
"RIOLIA"	6,813	14th Nov.	S'pore, Penang, Colombo & Antwerp
"MALWA"	10,941	15th Nov.	Mars, Gib, London & Antwerp
"NYANZA"	7,023	24th Nov.	do.
"KALYAN"	9,068	30th Nov.	do.
"SUDDAN"	6,696	13th Dec.	S'pore, Penang, Colombo & Antwerp
"DEVANHA"	8,083	14th Dec.	Mars, Gib, London & Antwerp
"KAISAR-HIND"	11,430	28th Dec.	S'pore, Penang, Colombo & Antwerp

1924.

"KHIVA"	9,097	11th Jan.	(MARSEILLES & LONDON via Usual Ports of Call)
"MACEDONIA"	11,089	25th Jan.	do.
"FASGAR"	8,840	8th Feb.	do.
"MOREA"	10,911	22nd Feb.	do.
"KARMALA"	9,068	7th March	do.
"NADDERA"	15,993	21st March	do.
"DELTA"	8,047	4th April	do.
"CHINA"	7,952	18th April	do.
"KALYAN"	9,068	2nd May	do.

BRITISH INDIA - APCAR SAILINGS

"TANDA"	6,856	21st Sept.	Singapore, Penang & Calcutta.
"TAKADA"	6,849	2nd Oct.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	6th Oct.	(Mandla, Thursday, Island, Townsville, Brisbane, Sydney & Melbourne)
"ST. ALBANS"	4,500	3rd Nov.	do.
"EASTERN"	4,000	1st Dec.	do.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for South America and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"GRACCHUS"	3,760	22nd Sept.	Shanghai, Moji & Kobe.
"WILLORE"	6,853	23rd Sept.	Shanghai, Moji & Kobe.
"BOUDAN"	6,696	29th Sept.	Shanghai, Moji & Kobe.
"MALWA"	10,941	6th Oct.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	9th Oct.	Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting on the carrying steamer.
First Cabin Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

11, Des Voeux Road Central, HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK

S.S. "CELTIC PRINCE" ... on 30th September

For Freight and full particulars apply to—

FURNISH (FAR EAST) LIMITED,

Telephone: Central 5184

Telegrams (Furnish)

(Incorporated in Great Britain)

85, George's Building

(21)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" ... Sunday, 30th Sept. Saigon

RIO DE JANEIRO, SANTOS, & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown—Passenger Service.

"CHICAGO MARU" ... Tuesday, 20th Sept.

BOMBAY—fortnightly service via Singapore and Colombo.

"BURNIA MARU" ... Monday, 25th Sept.

"BORNEO MARU" ... Friday, 5th Oct.

SAIGON, HANGKOW & HONGKONG—Regular monthly Passenger Service.

"KISHU MARU" ... Tuesday, 2nd Oct.

CALCUTTA—Monthly Service via Singapore and Hongkong.

"HIMALAYA MARU" ... Tuesday, 25th Sept.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"ARABIA MARU" ...

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

JAPAN PORTS—Kobe, Yokohama via Shanghai.

"HIMALAYA MARU" ... Saturday, 15th Sept.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KAIYO MARU" ... Sunday, 23rd Sept., Noon

"SUMA MARU" ... Sunday, 10th Sept., Noon

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 27th Sept.

TAKAO & KEELUNG.

"KISHU MARU" ... Sunday, 16th Sept.

Central No. 49904

For sailing dates and further particulars please apply to
K. BHIMA, Manager**C. N. C.**
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SHANGHAI & TSINGTAO	"SINKIANG"	On 18th Sept. D.L.
SWATOW & BANGKOK	"KALGAN"	On 18th Sept. 4 p.m.
AMOY & SHANGHAI	"KANGHONG"	On 19th Sept. D.L.
WUHAIRWEL, CHEFOO & TIENTSIN	"KUEICHOW"	On 21st Sept. D.L.
SWATOW & SHANGHAI	"SOOCHOW"	On 21st Sept. 10 a.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 22nd Sept. D.L.
HOIHOW & BANGKOK	"LINAN"	On 22nd Sept. 10 a.m.
SHANGHAI	"LIANGHONG"	On 23rd Sept. D.L.
SWATOW & BANGKOK	"KWANGTUNG"	On 25th Sept. 4 p.m.
SWATOW & SINGAPORE	"CHENAN"	On 25th Sept. 4 p.m.
SHANGHAI	"LUCHOW"	On 26th Sept. D.L.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fookow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through B/Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

TAYLOR & CENTRAL SS.

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

Agents.

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Suez, S. & Aus. Ports
"TAIYUAN"	6th October.	11th October.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.) Agent.

Telephone Central No. 38.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

(FROM HONGKONG BY DIRECT ROUTE.)

U.S.S.B. "West Chopaka"	...	Due Hongkong 14th Sept.
U.S.S.B. "West Carmona"	...	Leave Hongkong 15th Sept.
U.S.S.B. "West Carmona"	...	Due Hongkong 30th Sept.
U.S.S.B. "West Carmona"	...	Leave Hongkong 1st Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA AND P. I. PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA AND SINGAPORE.

U.S.S.B. "West Cactus"	...	Due Hongkong 29th Sept.
U.S.S.B. "West Cactus"	...	Leave Hongkong 30th Sept.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN, CHINA, PHILIPPINES,

INDO-CHINA, STRAITS & JAVA.

1st Floor, Queen's Building,

Phone Central No. 3008.

K. A. HEYUM, Esq. Agent.

(22)

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "SURUGA" ... sailing on or about 10th Oct.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS. ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £26.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "VENEZIA" ... sailing on or about 2nd Oct.

S.S. "FUMEL" ... sailing on or about 2nd Oct.

FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG & COLOMBO.

S.S. "ROSANDRA" ... sailing on or about end of Sept.

S.S. "VENEZIA" ... sailing on or about end of Oct.

S.S. "FUMEL" ... sailing on or about end of Nov.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS

S.S. "UNSIGA" ... sailing from Calcutta on or about 25th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Agents.

Telephone Central 1030.

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
Bombay	Solo Maru	15th Sept.
Shanghai	Kancho	15th Sept.
Europe via Suez & Negapatam (Letters and Papers, London, 15th Aug.)	Hong Hua	15th Sept.
Shanghai	Chakiang	15th Sept.
Shanghai	Shanai	15th Sept.
Manila	Pres. Madison	17th Sept.
U.S.A., CANADA, JAPAN AND SHANGHAI	Pres. McKinley	20th Sept.

OUTWARD MAILS.

For	Per	Date
Shanghai, Japan, Honolulu & San Francisco—due S. Francisco, 11th Oct.	Siberia Maru	Saturday, 15th, 8.30 A.M.
Ship sails at 10.00 a.m., 15th Sept.		
Saigon	Fook Hong	8.30 A.M.
Saigon	Hingang	11.00 A.M.
Saigon	Kuizang	1.00 P.M.
Saigon	Mingang	2.00 P.M.
Manila		
Shanghai, Japan, Honolulu, Canada, U.S.A. Central and South America, & EUROPE via SAN FRANCISCO—due San Francisco, 8th Oct.	Pres. Lincoln	Parcels 3.00 P.M. Registration 5.00 P.M. Letters 5.00 P.M.
Ship sails at 10.00 a.m., 15th Sept.		
Hoihow	Mohoa	3.30 P.M.
Sawto	Tai Sang	3.30 P.M.
Saigon	Yaher Dollar	4.30 P.M.
Hoihow, Quinhon and Tourane	Phranang	5.00 P.M.
Hoihow	Kingon	5.00 P.M.
Swatow, Amoy and Formosa	Suna Maru	Sunday, 16th, 9.00 A.M.
Swatow and Bangkok	Hopang	9.00 A.M.
Formosa	Kishu Maru	9.00 A.M.
Java via Batavia	Tyaroan	9.00 A.M.
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India, Aden, Egypt and Europe via Suez—due S. Africa, 18th Oct.	Sicilia	Tuesday, 18th, 10.30 A.M.
Swatow, Amoy and Fochow	Hai/ong	Noon
Swatow and Bangkok	Lycan	2.30 P.M.
Shanghai, Japan, Canada, U.S.A. Central and South America, & EUROPE via VICTORIA, B.C.—due Victoria, B.C., 8th Oct.	Pres. Madison	Parcels 3.00 P.M. Registration 5.00 P.M. Letters 5.00 P.M.
Ship sails at 10 a.m., 18th inst.		
Saigon, Straits, Ceylon, Mauritius, L. Marques, S. Africa, India, Aden, Egypt and Europe via Suez—due S. Africa, 21st Oct.	Andre Lebon	Wednesday, 19th, 1.45 P.M. Letters 2.30 P.M.
Straits	El. Tempier	Thursday, 20th, 2.30 P.M.
Swatow, Amoy and Fochow	Haiching	Friday, 21st, Noon
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India, Aden, Egypt and Europe via Suez—due S. Africa, 24th Oct.	Dongola	Parcels Noon Registration 5.00 P.M. Letters 5.00 P.M.
Ship sails at midnight, 21st Sept.		
Manila	Pres. McKinley	Saturday, 22nd, 3.30 P.M.
Swatow, Amoy and Fochow	Hoihow	Sunday, 23rd, Noon
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, about 7th Oct.	Tango Maru	Wednesday, 26th, 8.45 A.M. Letters 9.30 A.M.

correspondence bearing vessel's name only

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE (DIRECT)

"LYCAON"	18TH SEPT.	London, Rotterdam & Hamburg.
"MENTOR"	25TH SEPT.	London, Rotterdam & Hamburg.
"AGAPENOR"	9TH OCT.	London, Rotterdam & Dunkirk.
"PHEMIUS"	16TH OCT.	London, Rotterdam & Hamburg.

LIVERPOOL SERVICE (DIRECT OR VIA CONTINENTAL PORTS)

"KT. TEMPLAR"	22ND SEPT.	Genoa, Marseilles, Liverpool & Glasgow.
"PROMETHEUS"	3RD OCT.	Marseilles, Havre, Liverpool & Glasgow.
"RHEXENOR"	10TH OCT.	Genoa, Marseilles & Liverpool.

PACIFIC SERVICE (VIA KOREA AND YOKOHAMA)

"PHILOCTETES"	26TH SEPT.	Victoria, Seattle & Vancouver
"TYNDAREUS"	27TH OCT.	

NEW YORK SERVICE (VIA SUEZ OR PANAMA)

"BELLEROPHON"	20TH SEPT.	via Suez and Boston.
"PERSEUS"	5TH OCT.	via Suez and Boston.

PASSENGER SERVICE

"MENTOR"	25TH SEPT.	for Singapore & London.
"TELESIAS"	10TH OCT.	for Shanghai.
"TELESIAS"	8TH NOV.	for Singapore & London.
"SARFEDON"	11TH DEC.	for Singapore, Marseilles & London.
"PATROCLUS"	8TH JAN.	for Singapore, Marseilles & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.), AGENTS.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: York Building, Chater Road (Hongkong)

BRANCHES: Shanghai, 51, Kiangsoo Road; Hankow, British Consulate.

CORRESPONDENTS IN: London, New York, Chicago, San Francisco, Vancouver, B.C., Hongkong, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.

Attractive rates for all kinds of Deposits (savings are welcome).

T. H. MAI, Manager.

1863

THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華

HEAD OFFICE: Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU, Chief Manager.

1863

COMMERCIAL.

OPENING QUOTATIONS.

14th September, 1923.

ON LONDON.—	
Telegraphic Transfer	2/3
Bank Bills, on demand	2/3 9/16
Bank Bills, at 30 days' sight	2/3
Bank Bills, at 4 months' sight	2/3 7/16
Credits, at 4 months' sight	2/4 9/16
Documentary Bills, 4 months' sight	2/4 9/16
ON PARIS.—	
Bank Bills, on demand	905
Credits, 4 months' sight	905
ON NEW YORK.—	
Bank Bills, on demand	52 1/2
Credits, at 30 days' sight	53 1/2
ON BOMBAY.—	
Telegraphic Transfer	170
Bank Bills, on demand	170
ON CALCUTTA.—	
Telegraphic Transfer	170
Bank Bills, on demand	170
ON SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	10 1/2
ON YOKOHAMA.—On demand	10 1/2
ON MANILA.—On demand	105
ON SINGAPORE.—On demand	97 1/2
ON BATAVIA.—On demand	135 1/2
ON HAITHONG.—On demand	nom.
ON SAIGON.—On demand	80 1/2
ON HANKOW.—On demand	80 1/2
ON SHANGHAI.—Buying rate	48 1/2
Gold LEAVY, 100 fine, per tael	48 1/2
BAR SILVER, per oz.	31 1/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital ... \$50,000,000

Paid-up Capital ... \$20,000,000

Reserve Funds ... \$24,500,000

Reserve Liability of Proprietors \$20,000,000

Court of Directors:

Hon. Mr. A. O. LANE—Chairman.

D. G. M. BARNARD, Esq.—Deputy Chairman.

A. H. COMPTON, Esq. W. L. FALCONER, Esq.

G. M. DODD, Esq. J. A. FLEMING, Esq.

G. T. M. EDKINS, Esq. H. F. WHITE, Esq.

Chief Manager: Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—J. McARTHUR, Esq.

Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS: WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 14th June, 1923. [37]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

A. G. STEPHEN, Chief Manager.

Hongkong, 14th November, 1922. [18]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE—LONDON.

Paid-up Capital ... £3,000,000

Reserve Fund ... £3,800,000

Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hongkong, May 8th, 1923. [31]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 99, Boulevard Haussmann, Paris.

Subscribed Capital ... Frs. 72,000,000.00

Paid-up Capital ... Frs. 38,400,000.00

Reserve Fund ... Frs. 50,607,293.54

BRANCHES:

Bangkok, Hongkong, Saigon, Batavia, Shanghai, Canton, Nankai, Singapore, Djibouti, Papeete, Tientsin, Haiphong, Peking, Tourane, Hankow, Pnom Penh, Yunnanfu, Hanoi, Pondicherry.

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN CHINA: The National Provincial and Commercial Bank, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

G. LEBOUCC, Acting Manager.

Hongkong, 11th 12th, 1921. [32]

The "Three Castles" Virginia Cigarettes

MAGNUMS

THE CIGARETTE

FOR

THE CONNOISSEUR.



"The larger Cigarette with a Pedigree"

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3

Authorized Capital ... £20,000,000

Paid-up Capital ... £21,000,000

Reserve Fund ... £1,800,000

BANKERS THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:

Bangkok, Hongkong, Kuala Lumpur, Rangoon, Bombay, Madras, Calcutta, Ceylon, Singapore, Colombo, Karachi, Penang, Malacca, Deli, Kota Bharu, Port Louis (Mauritius), Galle.

HONGKONG BRANCH: Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON, Manager.

7, Queen's Road Central, Hongkong, May 31st, 1923. [18]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINCO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... Yen 60,000,000

Capital (Paid-up) ... Yen 62,500,000

Reserve Funds ... Yen 12,180,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Girai, Kagi, Kankou, Keelung, Makung, Nanto, Pinan, Shichieu, Taichu, Tainan, Takow, Tamsui, Toiyen, Aikou.

CHINA—Shanghai, Hankow, Kiangnan, Amoy, Fochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS: LONDON COUNTRIES WESTMINSTER AND PARIS BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch India, Australia, America, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH, Manager.

HONGKONG BRANCH: 4, Des Voeux Road, Hongkong, 7th September, 1923.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: No. 10, Des Voeux Road C., HONGKONG.

Established 1918.

Authorized Capital ... \$10,000,000.00

Paid-up Capital ... \$5,000,000.00

Reserve Fund ... \$500,000.00

DIRECTORS:

Mr. Pong Wai Ting, Chairman, Mr. Chow Shou, Mr. Huynh Tai, Son, Mr. Kan Ying Po, Mr. Li Koon Chun, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Wong Yun Tong, Mr. P. K. Kwok, Mr. Chan Ching Shek, Mr. Kan Chiu Nam, Mr. Ng Chang Lok.

Chief Manager ... Mr. Kan Tong Po, Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:

LONDON, PARIS, SHANGHAI, KOBE, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

London Bankers—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities. Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:

For 6 months at the rate of 3 per cent. per annum

For 12 months at the rate of 4 per cent. per annum

For 18 months at the rate of 4 1/2 per cent. per annum

For 24 months at the rate of 5 per cent. per annum

For 36 months at the rate of 5 1/2 per cent. per annum

For 48 months at the rate of 6 per cent. per annum

For 60 months at the rate of 6 1/2 per cent. per annum

For 72 months at the rate of 7 per cent. per annum

For 84 months at the rate of 7 1/2 per cent. per annum

For 96 months at the rate of 8 per cent. per annum

For 108 months at the rate of 8 1/2 per cent. per annum

For 120 months at the rate of 9 per cent. per annum

For 132 months at the rate of 9 1/2 per cent. per annum

For 144 months at the rate of 10 per cent. per annum

For 156 months at the rate of 10 1/2 per cent. per annum

For 168 months at the rate of 11 per cent. per annum

For 180 months at the rate of 11 1/2 per cent. per annum

For 192 months at the rate of 12 per cent. per annum

For 204 months at the rate of 12 1/2 per cent. per annum

For 216 months at the rate of 13 per cent. per annum

For 228 months at the rate of 13 1/2 per cent. per annum

For 240 months at the rate of 14 per cent. per annum

For 252 months at the rate of 14 1/2 per cent. per annum

For 264 months at the rate of 15 per cent. per annum

For 276 months at the rate of 15 1/2 per cent. per annum

For 288 months at the rate of 16 per cent. per annum

For 300 months at the rate of 16 1/2 per cent. per annum

For 312 months at the rate of 17 per cent. per annum

For 324 months at the rate of 17 1/2 per cent. per annum

For 336 months at the rate of 18 per cent. per annum

For 348 months at the rate of 18 1/2 per cent. per annum

For 360 months at the rate of 19 per cent. per annum

For 372 months at the rate of 19 1/2 per cent. per annum

For 384 months at the rate of 20 per cent. per annum

For 396 months at the rate of 20 1/2 per cent. per annum

For 408 months at the rate of 21 per cent. per annum

For 420 months at the rate of 21 1/2 per cent. per annum

For 432 months at the rate of 22 per cent. per annum

For 444 months at the rate of 22 1/2 per cent. per annum

For 456 months at the rate of 23 per cent. per annum

For 468 months at the rate of 23 1/2 per cent. per annum

For 480 months at the rate of 24 per cent. per annum

For 492 months at the rate of 24 1/2 per cent. per annum

For 504 months at the rate of 25 per cent. per annum

For 516 months at the rate of 25 1/2 per cent. per annum

For 528 months at the rate of 26 per cent. per annum

For 540 months at the rate of 26 1/2 per cent. per annum

For 552 months at the rate of 27 per cent. per annum

For 564 months at the rate of 27 1/2 per cent. per annum

For 576 months at the rate of 28 per cent. per annum

For 588 months at the rate of 28 1/2 per cent. per annum

For 600 months at the rate of 29 per cent. per annum

For 612 months at the rate of 29 1/2 per cent. per annum

For 624 months at the rate of 30 per cent. per annum

For 636 months at the rate of 30 1/2 per cent. per annum

For 648 months at the rate of 31 per cent. per annum

For 660 months at the rate of 31 1/2 per cent. per annum

For 672 months at the rate of 32 per cent. per annum

For 684 months at the rate of 32 1/2 per cent. per annum

For 696 months at the rate of 33 per cent. per annum

For 708 months at the rate of 33 1/2 per cent. per annum

For 720 months at the rate of 34 per cent. per annum

For 732 months at the rate of 34 1/2 per cent. per annum

For 744 months at the rate of 35 per cent. per annum

For 756 months at the rate of 35 1/2 per cent. per annum

For 768 months at the rate of 36 per cent. per annum

For 780 months at the rate of 36 1/2 per cent. per annum

For 792 months at the rate of 37 per cent. per annum

For 804 months at the rate of 37 1/2 per cent. per annum

For 816 months at the rate of 38 per cent. per annum

For 828 months at the rate of 38 1/2 per cent. per annum

For 840 months at the rate of 39 per cent. per annum

For 852 months at the rate of 39 1/2 per cent. per annum

For 864 months at the rate of 40 per cent. per annum

For 876 months at the rate of 40 1/2 per cent. per annum

For 888 months at the rate of 41 per cent. per annum

For 900 months at the rate of 41 1/2 per cent. per annum

For 912 months at the rate of 42 per cent. per annum

For 924 months at the rate of 42 1/2 per cent. per annum

For 936 months at the rate of 43 per cent. per annum

For 948 months at the rate of 43 1/2 per cent. per annum

For 960 months at the rate of 44 per cent. per annum

For 972 months at the rate of 44 1/2 per cent. per annum

For 984 months at the rate of 45 per cent. per annum

For 996 months at the rate of 45 1/2 per cent. per annum

For 1008 months at the rate of 46 per cent. per annum

For 1020 months at the rate of 46 1/2 per cent. per annum

For 1032 months at the rate of 47 per cent. per annum

For 1044 months at the rate of 47 1/2 per cent. per annum

For 1056 months at the rate of 48 per cent. per annum

For 1068 months at the rate of 48 1/2 per cent. per annum

For 1080 months at the rate of 49 per cent. per annum

For 1092 months at the rate of 49 1/2 per cent. per annum

For 1104 months at the rate of 50 per cent. per annum

For 1116 months at the rate of 50 1/2 per cent. per annum

For 1128 months at the rate of 51 per cent. per annum

For 1140 months at the rate of 51 1/2 per cent. per annum

For 1152 months at the rate of 52 per cent. per annum

For 1164 months at the rate of 52 1/2 per cent. per annum

For 1176 months at the rate of 53 per cent. per annum

For 1188 months at the rate of 53 1/2 per cent. per annum

For 1200 months at the rate of 54 per cent. per annum

For 1212 months at the rate of 54 1/2 per cent. per annum

For 1224 months at the rate of 55 per cent. per annum

For 1236 months at the rate of 55 1/2 per cent. per annum

For 1248 months at the rate of 56 per cent. per annum

For 1260 months at the rate of 56 1/2 per cent. per annum

For 1272 months at the rate of 57 per cent. per annum

For 1284 months at the rate of 57 1/2 per cent. per annum

For 1296 months at the rate of 58 per cent. per annum

For 1308 months at the rate of 58 1/2 per cent. per annum

For 1320 months at the rate of 59 per cent. per annum

For 1332 months at the rate of 59 1/2 per cent. per annum

For 1344 months at the rate of 60 per cent. per annum

For 1356 months at the rate of 60 1/2 per cent. per annum

For 1368 months at the rate of 61 per cent. per annum

For 1380 months at the rate of 61 1/2 per cent. per annum

For 1392 months at the rate of 62 per cent. per annum

For 1404 months at the rate of 62 1/2 per cent. per annum

For 1416 months at the rate of 63 per cent. per annum

For 1428 months at the rate of 63 1/2 per cent. per annum

For 1440 months at the rate of 64 per cent. per annum

For 1452 months at the rate of 64 1/2 per cent. per annum

For 1464 months at the rate of 65 per cent. per annum

For 1476 months at the rate of 65 1/2 per cent. per annum

For 1488 months at the rate of 66 per cent. per annum

For 1500 months at the rate of 66 1/2 per cent. per annum

For 1512 months at the rate of 67 per cent. per annum

For 1524 months at the rate of 67 1/2 per cent. per annum

For 1536 months at the rate of 68 per cent. per annum

For 1548 months at the rate of 68 1/2 per cent. per annum

For 1560 months at the rate of 69 per cent. per annum

For 1572 months at the rate of 69 1/2 per cent. per annum

For 1584 months at the rate of 70 per cent. per annum

For 1596 months at the rate of 70 1/2 per cent. per annum

For 1608 months at the rate of 71 per cent. per annum

For 1620 months at the rate of 71 1/2 per cent. per annum

For 1632 months at the rate of 72 per cent. per annum

For 1644 months at the rate of 72 1/2 per cent. per annum

For 1656 months at the rate of 73 per cent. per annum

For 1668 months at the rate of 73 1/2 per cent. per annum

For 1680 months at the rate of 74 per cent. per annum

For 1692 months at the rate of 74 1/2 per cent. per annum

For 1704 months